20 NOVEMBER 1959

WINTER EQUIPMENT NUMBER

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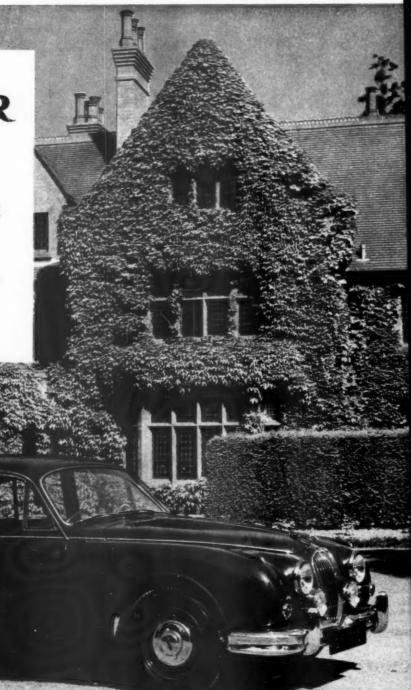
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1937 BENTLEY 4: Park Ward saloon, history 1927 BENTLEY 3-litre V.D.P. tourer, 2/piece 1950 DAIMLER Hooper Touring sal, 30,000m (ex Royalty) magnificent example. RH £ 1958 FAIRTHORPE: Climax II, white, HDQI 1954 FRAZER NASH Targo Floria, fitted Bristol BS4 engine, superb example, maroon, RH	£195 £500 1,585 £555
FORD 1958 Fibre special, must be seen, red 1957 Consul Mk. Il saloon, duotone, HI 1957 Consul Mk Il saloon, green specimen, H 1956 Oct. Consul Mk. II, black/white, HI 1955 Consul saloon, superb in green 1955 Consul Saloon, superb in green 1955 Consul Conv., beautiful example, RH 1955 Zephyr Conv., duotone, grey/red, H 1954 Zephyr, fine black example, H 1949 Anglia, duotone, green/black, superb	£545 £645 £625 £595 £475 £475 £425 £395 £225
1954 HEALEY ABBOTT Convertible, red 1951 HILLMAN Minx sal., fawn specimen, H	£545 £295
1955 LOTUS Mk. IX 1100 Climax De-dion 1955 Mk. VI, fitted Climax 1100 engine	£545 £495

1955 XK140 S/E f/h, finest available, ale blue "C" type head, must be seen, HWPB2 61 1955 XK140 f/h, maroon showpiece, HP 61 1955 Mk. VII M-type, beautiful example, OH 61 1954 XK120 d/h, superb specimen, beige 61 1954 XK120 d/h, black/red, RHPX2 61	775 765 745 745 775
PERFORMANCE CARS "EXTRA CODE"  A —reversing light P—spotlights B—luggage rack Q—tonneau cover C—"C" type head R—radio D—disc brakes S—occasional seats E—dual exhaust T—hardtop F—fog light W—wire wheels H—heater X—Michelin Xtyres O—overdrive I—one owner M—Modifications 2—two owners	STREET, STREET
1952 Mk. VII, superb ivory/red £. 1952 Mk. VII, birch grey/red, RHX £. 1951 XK.120 Roadster, grey/black, RHQ £. 1949 Mk. V 3½ saloon, grey, RH £. 1951 Mk. V 3½ saloon, excellent example £. 1939 S.S.100, red specimen, 1958 engine £. 1939 S.S.100, red, original £.	465 395 385 415 335 295 295 145
M.G.  NEW MGA Twin Cam, blue, extras, immediate £1, NEW MK. III, green/beige, on show. £1, NEW MGA 1600, red, on show. £1, NEW MGA 1600, red, on show. £1, 1959 MGA Twin Cam, fih red 1,271 m. RHX/£1, 1959 MGA Roadster, sporless blue, RHPL £1957 Dec. MGA, green, one owner, H. £1957 MGANETTE Varicone, green, superb, HP £1957 Nov. MGA fih, red, RHW. £1957 MGA Roadster, red, BFHPQX2 £1956 MGA, blue, must be seen, RHPX. £1956 MGA, blue, must be seen, RHPX. £1954 TF, really superb in ivory, PQB £1954 Sept., MAGNETTE, spotless black, RH2. £1954 TF, red, well above average. £1953 TD, exceptional throughout, black £1953 TD, unmarked red/beige, H2 £1953 TD, spotless white/red, I.h.d., BP £1951 TD, very fine red example £1951 CT. TD, 1959 engine, superb green £1951 CT. TD, 1959 engine, superb green	012 943

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1949 Oct. TC, good throughout, black 1949 Dec. TC, green, lovely example 1949 TC, white, average condition 1947 TC, very exceptional, red 1947 TC, black, enthusiast maintained 1947 TC, black, enthusiast maintained 1947 TC, excellent car throughout, black 1946 TC, lovely red example 1939 TA Tickford, blue, must be seen	£335 £325 £275 £345 £315 £285 £275 £345 £315
MORRIS NEW MINOR d/luxe, 4-door, grey, on show NEW Mini Minor d/luxe, blue, on show 1955 Oxford, well maintained, grey/red, H 1955 Oct. Minor Conv., new engine, just fitted 1952 Sept. Minor Conv., new tyres, green, H 1952 Sept. Minor Conv., new tyres, green, H 1953 Sept. Minor Conv., new tyres, green, H 1954 Sept. Minor Conv., new tyres, green, H 1955 Sept. Minor Conv., new tyres, green, H 1956 Sept. Minor Conv., new tyres, green, H 1957 Sept. Minor Conv., new tyres, green, H 1958 Sept. Minor Conv., new tyres, green, H 1959 Sept. Minor Conv., n	£659 £537 £445 £445 £345
1957 MORGAN 4/4/1172, ivory/red, H	£505
RILEY NEW 4/68, red/crimson, heater, on show	1,028 £575 £345
ROLLS-ROYCE 1956 Silver Cloud, 37,000, black/pearl 1938 V12 PH. III, Windover o/d saloon, RH 1938 25/30 Thrupp o/d saloon, history 1935 20/25 Windover o/d saloon, superb	3,950 £765 £695 £575
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1958 TURNER, very fast, economical, RQX2	4555
1957 Sept. VOLKSWAGEN, grey, one owner 1954 VAUXHALL Wyvern, grey, H2	£495 £345
NEW WOLSELEY Fleet Model, green, on	(201

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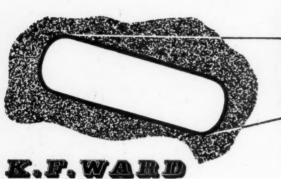
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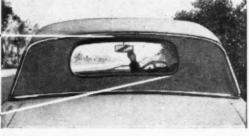


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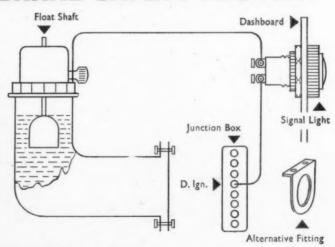
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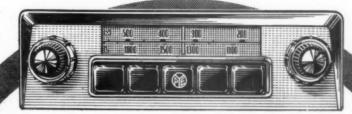


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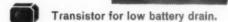
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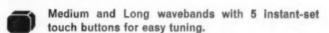
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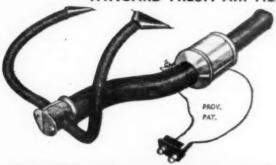




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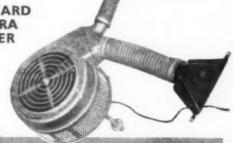
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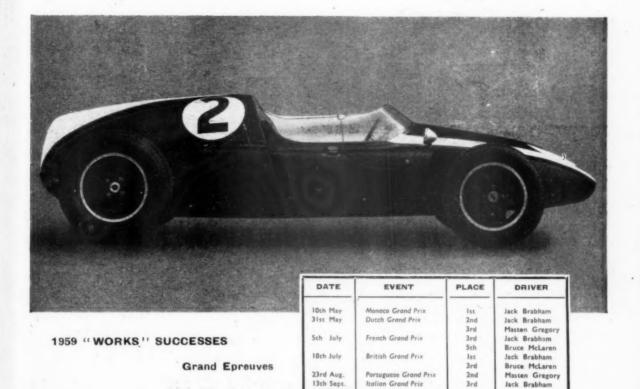
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£3/9/0 complete with cable, switch and bracket.



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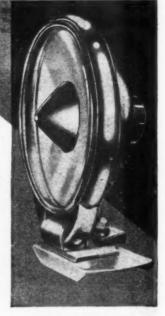
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- By no means, if the bore wear is not excessive, you can stop oil burning and revitalise your engine, with Q.D. pistons.
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- High precision pistons are fitted with special ring equipment for worn bores. The special "Quickseat" top compression ring is stepped to avoid contact with the cylinder wear ridge, and taper faced to provide a quick bed in. The well known Duaflex ring provides most efficient oil control.
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- Well they are new and the skirt size is " spot on " less likelihood of piston slap. New gudgeon pins and bearings cut out small end noise and the Q.D. piston has an extra oil ring at the skirt for better oil control - your old pistons probably haven't got this.
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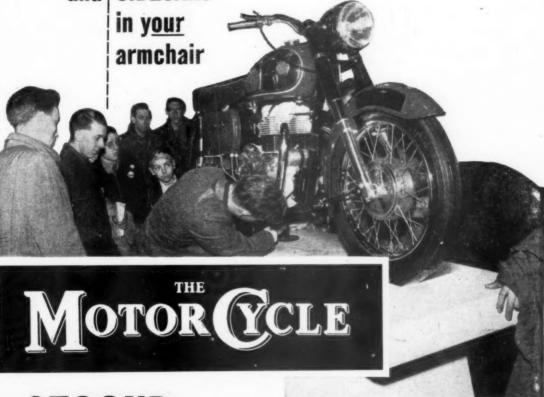
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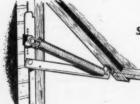
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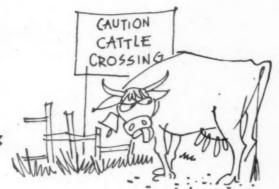
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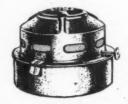


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### Prepared, Press On

TIME was that, with the first fogs of winter, most family cars—frail, luxury commodities—were put away under dust sheets to await the arrival of spring; in those days we gave advice on laying up a car to minimize deterioration, and with the approach of Easter, similar counsel on how to get the car into road trim again. How times have changed! Nowadays the car is a tool of transport, a piece of business equipment which must earn its keep throughout the year, with no coddling and with the minimum of essential maintenance to ensure that it gives reliable service. In fine summer days this is usually assured, but the cold and damp of winter will seek out weak links in the chains of carburation and ignition.

There are very few modern cars which, given reasonable maintenance, will not provide as regular and unfailing service in winter as in summer—but that essential maintenance they must have, and no one has reasonable grounds for complaint if failure follows neglect. In the nature of things, cold and damp make their biggest immediate impact on the electrical system, and since that is the most vulnerable feature, cold starting difficulties concentrate attention there. Articles in following pages deal with the main features of car equipment, and of accessories which help to make winter motoring safe, sure and pleasant, whatever the weather. In the one describing electrical trouble-chasing techniques, the aptness of the old saw about a stitch in time is stressed; this applies with almost equal force to most automotive systems.

When one is twenty miles from home and can hardly see beyond the "radiator cap," it is too late to consider the rival merits of buying fan-beam or pencil-beam fog lamps. The value of winter tyres, or at least well treaded ones, is brought home when those which have served well enough throughout a perfect summer are found inadequate for holding the road on a wet or frosty night. Experienced drivers should know what to expect; they can hardly shift the blame to others if winter troubles catch them unawares. Advice to be found in this issue is directed primarily to the new motorist, who is prepared to learn without having to do so

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the hard way, but if it serves also to remind older hands of a point or two which they may have overlooked, it will have served a double purpose.

### No Drama

SINCE our first Motorway was opened, more nonsense has been written and spoken about it than on any other motoring subject for a long time. It is unfortunate that amongst the people responsible for some of the comments spoken and written are those who should know better than to spread a picture of gloom and disaster.

For anyone to talk about the successful completion of the journey from London to Birmingham by the motorway, as if they were going to the moon, is pure melodrama. Do not forget that there have been such roads in other countries for nearly thirty years, and the motorists of those countries use them daily without undue apprehension about tyre pressures, blowouts, engine oil levels and the multitude of other things that motorway travellers have been urged to do before venturing on their terrifying journey.

It is the obvious action of the careful motorist to see that his car is in fit condition for any intended journey; a motorway journey is no different from any other, except that sustained high speeds are more likely to hasten the appearance of already incipient faults.

Y



as winter gets well into its stride, change with the changes in cars. The body stylist nearly squeezed off the fog lamp, without abolishing our fogs, but the lamp maker has fought back, with slim lamp bodies, and back mountings. Dimensions have become an important factor in choice, and in reviewing lamps, we have sought the vital statistics. The compromise tyre, good for both snow and a hard road, is now firmly established, and there is hardly a tyre company which does not have it. It seemed a useful idea to illustrate, as far as possible, all the treads available.

possible, all the treads available. Traffic becomes both more congested and tougher, and the importance of lane discipline is a current theme. Much can be done for one's own safety and that of others by ensuring the best possible all-round vision, to rear as well as front. The heater-ventilator-demister, the modern flexible and long demister bar, and anticondensation panels, are some of the aids.

Everyone knows that engines have a bad time in local stop-start running, in cold weather. This is a frequent subject of enquiries from keen motorists. There is much to be thought of in techniques and equipment. We have condensed research, "boffin" explanations and lots of figures

and instances, in favour of giving the results—what we may all do about it.

Because there are new official specifications, and because it has become a rather controversial matter, ethylene glycol antifreeze has been given technical treatment, suppressing only long and incomprehensible names of chemicals, for many readers are good mechanics, fewer are chemists.

In reviewing heaters, the interesting fresh-air models have been given first place, but recirculatory heaters do remain popular and have been listed.

Nobody drains the radiator now, antifreeze has taken over, but that versatile old friend, the big paraffin sump lamp, retains its old-fashioned usefulness. It keeps condensation off the ignition; valuably lessens the viscosity of oil; avoids the lessened energy output of a very cold battery; and keeps the garage mildly warm, so that bodywork dries better and rusts less. Such lamps are not technical enough to require review, but it may be said that a good big one, requiring refilling only once a week, is the most convenient.

Apart from forgetfulness in filling the petrol tank, electrical trouble remains the likeliest cause of winter breakdown. Starting is a more exacting job in cold weather, and if there is failure to do so, electric tune and condition are probably at the bottom of it. A logical drill for fault finding has been included.

### FOG LAMPS: Vast Variety

RIVING a car in any degree of fog is never fun, although it can present a certain amount of interest as an exercise in skill, patience and anticipation—if one has the time and the right temperament. Most of us would forgo the interest for the relief of a safe return to base, and anything that will help this is

For all-round use a lamp which gives a fan-type beam with a flat top is usually considered best, and if a single lamp is used the preference is for it to be mounted on the near or kerb-side. Two such lamps give a better spread, of course, and the off-side one will better pick out white centre lines or cats' eye.reflectors. Most fog-lamp makers produce a matching lamp designed to give a pencil beam—alternatively known and used as a "long-range driving lamp"—and many drivers consider that one of these forms a useful addition to a flat-beam fog lamp in bad conditions. It can be trained to pick out

the kerb or central white line, which it certainly does better than does the widerspread beam of the fog lamp, but in our experience it can also produce more back reflection from the fog under some conditions.

The hazy reflections produced by dipped head lamps in fog are well known, and most drivers are aware of the discomfort they cause. It is these reflections that the properly designed fog lamp seeks to eliminate, and the flatter the top of a beam and the more absolute the cut-off of light, the more effective is the lamp.

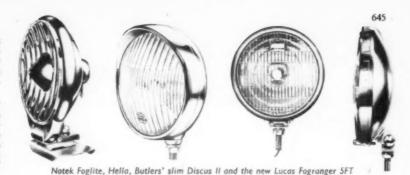
A simple demonstration can be performed by shining the lamp, either connected to a battery or properly mounted on a car, on a wall or the garage doors after dark from about 15 or 20ft distance. The upper line of demarcation of the beam should be shown clearly, and any stray light above this is unwanted. In some cases it is possible to trace the source of the unwanted light rays by masking portions of the lens with a small disc, to see if any particular position of the disc makes a marked improvement. If so, some form of permanent masking in that particular spot could be done, with paint or adhesive tape. However, a good lamp that has not suffered damage is unlikely to require such treatment.

While most British fog lamps give a flat top across the beam, it must be pointed out that some continental designs deliberately allow the beam to spread at the ends, rather like a dumb-bell. This is considered an advantage on mountain roads for the corners. In fog, the drivers of cars having very good forwards and downwards visibility, can benefit from the ultra-wide beam, and its illumination of the kerb and white line close to the vehicle.

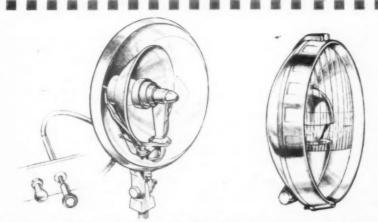
Although the appearance of a fog lamp is not an exact guide to its optical efficiency, quality is a pretty good indication that the lamp will do its job. Comparison of several lamps will show obvious differences between lenses of good glass and those not-so-good, as even the non-expert can tell the difference between expensive crystal ware and cheap glass. External inspection will also reveal the quality of the finish and the plating, and show what form of adjustment is provided for the beam. In our experience, however hard one tries to get the right beam setting on a car in fine weather, this is never quite right when fog descends, and a fresh adjustment has to be made on the spot. Some lamps have a simple form of external adjustment which is a boon on such occasions, while others call for a spanner-and considerable patience.

Whatever the form of adjustment, it must keep the lamp rigid, for it is surprising how easy it is to alter the setting unknowingly when cleaning the car, or to get it upset by a slight knock.

Fog lamps seem particularly attractive to thieves, and any form of mounting that makes their operations more difficult is to be applauded. There are on the market threaded collars which, screwed on after the mounting nut, are then locked in place with an Allen key. In some cases burning over the bolt threads can be a deterrent, but before doing this one must be certain that it will not interfere with



Wico-Pacy, Bosch "Slim" (LE NEB 130), Eversure and Autocar Electrical sealed beam design, and Neale Raydyot DL 77



Sketches of the Radford Rotaflare, showing the adjustment controlled by cable from the facia, and (right) the vertical bulb mounting in the very slim Lucas Fogranger



Make	Model	Dia- meter (in)	Depth, front to rear (in)	Price (chro miun	n)	Hounting	Adjustment	Characteristics
AUTOCAR	Sealed Beam	41	2-%	3 17	6	Base	Ball and nut	Brass body. Fluted amber lens
возсн	LE/NEB/130 LE/NK/135/X40 LE/NE/105 LE/NE/130 LE/NE/150	6 44 54 6	2 š 4 3 § 4 š 4 š	3 16 4 3 3 11 4 9 5 3	3 6 3 3 3	Base or rear Base Base Base Base	Body nut Ball and nut Ball and nut Ball and nut Ball and nut	"Slim" model Oblong body, 5∦ x 3⅓in
BUTLERS	Saucer Discus Mk. II	6± 7	3½ 2½	2 13		Base Base or rear	Main mounting Screw-tight hinge	Brass body. Amber lens Exceptionally shallow
CARELLO	Hunter PF40 Hunter Minor PF57	6 5	3	4 5 3 17	6	Base Base	Ball and nut Ball and nut	
	PF600	6	-	4 2	6	Тор	Ball and nut	Special semi-circular, for Fiat 500/600
CEAG	Lumax F7 Lumax F8	64 54	3	3 5 3 2	0	Base Base	Separate nut Separate nut	Brass. Wide fan beam. Stainless steel contacts
EVERSURE	Salora 560 400F Sealed Beam 600F Sealed Beam	51 41 51	2 1 3 4 3 4	3 6 3 17 4 2	6	Base Base Base	Main mounting Ball and nut Ball and nut	Narrow fan beam One-piece lens, reflector and filament
HELLA	120 ZN	51	34	3 3	9	Base	Main mounting	Cowled rim. German origin. Two cheaper finishes available
JOHNSON	-	5	34	3 19	6	Base	Main mounting	Swedish origin. Plated zinc alloy cast body
LUCAS	4FT Fogranger 5FT	5±	38 28	2 15	0	Base Base	Main mounting Universal hinge	Die cast lens rim Vertically-mounted bulb
MARCHAL	Rectilux 650/300 Rectilux 650/1260 Popular 690 Fantastic Junior Fantastic Senior Visorim Uni-Visorim	51 51 7 51 48	4 4 4 3 4 4 4 4	4 19 4 3 3 6 3 19 5 1 4 4 4 9	6	Base Flush Base Base Base Base Rear	Main mounting Adjustable stirrup Main mounting Main mounting Main mounting Main mounting Main mounting	Oblong, 6§ x 3½in Similar, but for flush mounting Finish in silver-gray enamel, chrome rim Dumb-bell shaped yellow beam Dumb-bell shaped yellow beam Can include side lamps and flashers
MILLER	54F	54-	34	2 7	6	Base	Main mounting	Brass body, fluted lens, cowled rim
NEALE	Raydyot DL.77	6	34	3 0	0	Base	Main mounting	Offset bracket for two positions
NOTEK	Foglite 130 Nearlite 125	54 54	22 21	4 4 3 9	0	Pillar Pillar	Screw-tight hinge Micro-screw	Stainless steel body and mount. 46 deg beam Narrow beam
RADFORD	Rotaflare	78	41	6 19	6	Base	Swivelling	Cable control from facia for beam direction
REMAX	Auteroche Ri30i	411	3#	2 19	6	Base or suspended	Main mounting	Bi-focal reflector, universal bracket
	Auteroche RI808 Auteroche RI495	51	31 31	2 19	6	Base Base	Main mounting Main mounting	Bi-focal reflector, universal bracket Oblong, 61 x 3½in. 90 deg beam, with increased ligh intensity at edges
WICO-PACY	-	5	34	1 18	6	Base	Main mounting	Special fitting bracket

# Winter



Cowled Miller fog lamps fitted to a Morris Minor 1000

lamp adjustment. The type of fog lamp that bolts to a radiator or other decorative grille on the front of the car, and is secured from inside the bonnet, offers advantages in this respect.

Good earthing of the lamp is important for its maximum efficiency, and wherever possible a separate earth wire should be fitted, in preference to relying on contact through the mounting with the bodywork.

Certain drivers have a preference for a yellowish light in fog, and it is simple to arrange, by tinted bulb, in any normal fog lamp. This is a purely personal matter, perhaps concerned with eyesight, and we believe that the majority of drivers get just as good results with white lighting.

One last reminder. Should unusually dense fog cause a driver to abandon his

car—in a safe place off the road, of course—during this or any other winter, fog lamps usually have a separate switch, wired additionally to the main car lighting controlled by the ignition switch. It is easy to switch off everything else, lock the car, and forget to switch off the fog lamp. The following morning may prove a sad one for both driver and battery.

Here are some features from a representative range of fog lamps at present on the market. Dimensions and prices are given in the table above.

True sealed beam-fog lamps, in which the lens and reflector form a single unit enclosing the filament, and there is no separate bulb, are sold by Eversure and Autocar Electrical. These are made in two sizes by Eversure; Autocar sell only the smaller of these. A recent introduction by Lucas was the Fogranger 5FT lamp, a shallow, modern design which uses a technique new to this country, the vertical mounting of the bulb. The fixing enables the lamp to be swivelled through 90dee.

The Rotaflare, introduced at the Motor Show by Harold Radford, is unique in that the beam can be swivelled through 90 degrees by a push-pull control on the facia, to pick out any required part of the road. This control, presumably, must be operated only when the car is at rest, to comply with regulations.

Another new design since last winter, new to Britain that is, is the Carello, a well-made orthodox lamp, in two sizes, from Italy. The importers also have the same makers' semi-circular fog lamp, specially designed for fitting below the

front bumper of the small Fiats, and this might well suit some of our own small cars.

Miller is a well-known name in motor cycle lighting and electrical equipment, and the brand now enters the car field, with a neat fog lamp at an attractively low price. Notek, whose lamps have a high reputation, and are about the easiest to adjust when in position, have further improved their quality by using stainless steel for the body of their Foglite model. New techniques now enable this material to be used successfully for the rather difficult pressings required, and no increase in price has been found necessary.

Most of the other lamps in our list are familiar and well tried, and the price quoted—in nearly every case—includes the lamp, bulb, switch and the necessary cable.

Autocar Electrical Equipment Co., Ltd., 77-85, Newington Causeway, London, S.E.I. Bosch, Ltd., 20, Carlisle Road, The Hyde, Hendon, London, N.W.B. Butlers, Ltd., Atlantic Works, Grange Street, Small Butlers, Ltd., Atlantic Works, Grange Street, Small Carello, Burnigham, IO. Carello, Burnigham, IO. Carello, Pall Luketel, Ltd., Vincent Lane, Dorking, Surrey, Ceag, Ltd., Queen's Road, Barnsley, Yorkshire. Eversure Accessories, Ltd., Waterfall Lane Trading Estate, Old Hill, Staffordshire. Helia Distributors (R. C. Jones). East Acton Johnson: Aviamotive Service, Lane, London, W.J. Joseph Lucas (Sales and Service), Ltd., Great Hampton Street, Birmingham, 18.
Marchal Distributors, Ltd., Brook Lane North, Great West Road, Brentford, Middlessex, H. Miller and Co., Ltd., Aston Brook Street, Birmingham, 1.
Notek Electric Co., Ltd., 23, London Road, Bromier, Kens., Horde Stetctric Co., Ltd., 23, London Road, Bromier, Kens., Ltd., Renax House, Alfred Place, London, W.I. Street, Lid., Remax House, Alfred Place, London Brock, Shetch, Sud, Remax House, Alfred Place, London, Bettelley, Sulcinphamshire.

### ANTI-FREEZE:

### Friend and Foe

THERE has been general doubt, and some controversy, on the subject of anti-freeze. When it was unreliable or corrosive, nobody knew or cared. Since then there have been schools of thought on anti-corrosives, and the motorist has been worrying. Price variations between brands have raised further perplexities.

The British Standards Institution has now produced three specifications. Any anti-freeze quoting them, and bearing the distinctive mark of the Institution, can do so only under licence. They are BSS

3150, 3151 and 3152.

Number 3150 is an old friend; it is really the Air Ministry's DTD 779. This is ethylene glycol treated with two complex chemicals to make it non-corrosive. It was developed for the great Rolls-Royce Merlin aircraft engines of the war, which were watercooled, and almost entirely of aluminium. It has been very useful for cars, too, but for some time the better makers of anti-freeze have been looking for more protection for iron. Among the most corrosion-prone components are the impellor and case of the water pump, and they are normally of iron.

BSS 3151—ethylene glycol inhibited with sodium benzoate and sodium nitrite—is for "general use in internal combustion engines, other than those used

in aircraft.'

BSS 3152 uses sodium tetraborate, long popular in America, and is "suitable for general use in engines having cooling systems predominantly of ferrous construction"—that means iron and steel.

These are three good formulas which are sound; they are a level below which anti-freeze should not be allowed to go. The aluminium-engine one has done yeoman service, but must be considered as superseded. The better and larger companies have already produced and are marketing anti-freezes which give more protection against rusting and corrosion, and are in excess of the BSS specifications, which they therefore cannot quote. They have nothing to put on the tins except their name and reputation.

Ethylene glycol is an excellent antifreeze, used in the right concentrations. It loses virtue, both if it is used with too much or with too little water. If it does freeze, because of an exceptionally cold night, it forms a mush of crystals, not a solid block which would crack eastings.

It seems to make water more searching, and may cause leaks where none was visible before. The best kinds may discourage "boiler scale", which may be sealing some cooling system leak. A cleaning out of the radiator with some descaling and cleaning compound, following the directions, is a good preparation. Then, if there are leaks which have been roughly and unreliably sealed by scale, rust, or even dirt, one finds them out—with a loss of free water containing no anti-freeze! The best radiator leak stopping compounds have long been resistant to ethylene glycol, and will carry on with

their job efficiently through the winter. Ethylene glycol very slowly tends to break down into glycollic acids. There are many different metals in an engine; you may have an iron block, copper radiator, tin in solder, aluminium, perhaps a nickel gasket; and there is hot water which is vigorously churned. Thus conditions favour rust, corrosion, and electrolytic action, in which different metals try to dissolve each other.

Phosphorous compounds may be used to coat metal surfaces; this is done with the familiar protections for steel bodies before they are painted, such as Bonderizing and Jenolizing. Borax compounds may act as a buffer—they may soak up acidity, and hold it harmlessly. There has been real research by the better companies, and good anti-freezes, instead of harming, may provide positive protection.

They should not be asked to serve for more than one winter, however, for benevolent chemicals become exhausted. In spring, the solution should be drained away, and may then be replaced with summer "radiator preservative." This must be good stuff; in its first season, it kept the water in the author's iron-and-alumnium engine perfectly clear until late autumn. There can have been little rust, therefore.

The actual water used in the cooling system in Britain is rather difficult. We have two kinds, that from moorlands, which may be peaty, acid and rusting; and that which is "hard" and clogs up the radiator and engine with scale. Rainwater from roofs is not really a get-out, because even in the country, roofs are sooty and acid. Short of using distilled water the best thing seems to be rainwater from a butt, after a prolonged wet period which has washed the soot out of atmosphere and roofs, or newly-fallen rain elsewhere.

But if you really love your engine, you might buy a gallon or so of distilled water from the garageman, who gets it quite



This stylish wheel disc was made by water from the road freezing on the hub blate

cheaply in bulk, for batteries. The defrosting of a domestic refrigerator yields a surprising amount, for topping-up.

Some look at scale from hard water, in moderation, as a protection from corrosive effects on metal surfaces, and perhaps also as a mild anti-acid, and so it is. But it is a weak and unstable protection, liable to break up locally. When this happens, all electrolytic and other corrosion tends to concentrate on the exposed area, which might be around the exhaust valve seatings, the water pump, or other hot and water-scoured spots.

If a radiator does need topping up during the winter, it is difficult to know whether the loss has been evaporation, which leaves the anti-freeze all present, or a leak which has taken anti-freeze as well as water. If in doubt, remember that most garages have a special hydrometer and chart applying to all makes of ethylene glycol, and so you can check.

Filling station attendants should never be permitted to over-fill. This results in loss of precious fluid down the overflow; and it is best never to top up a cold engine, as one cannot really judge how much is needed, and what the level would be with the water hot and everything expanded.

### **HEATERS:** Fresh air as an accessory

THERE is a small but interesting choice of full fresh-air heater-ventilators, available as accessories with fitting kits, or possibly as an alternative to the heater specified by the car maker. Nor are they difficult in some cases to fit to older cars.

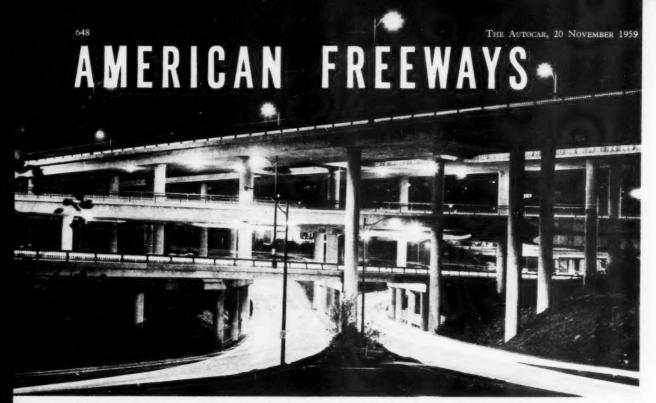
Delaney Gallay: The Delanair heaterventilator is standard optional equipment provided for by the bodybuilder, in many cars, including the new Ford Anglia and Prefect, and the Triumph Herald. It is non-standard, but equipped with installation kit by Delaney Gallay, for the Vauxhalls (£12 15s) and Wolseley 1500 (£13 15s).

Key-Leather. The K-L 502 is an oblong model, containing the radiator, sloped to reduce height, and the fully controllable fan-motor unit. This gives the box the compact dimensions of 10in by 6in by 6½ in deep. There is an appropriate kit and ducting for most popular

Continued on page 659

The Delanair as an accessory fitting, in the Wolseley 1500





The Temple four-level interchange in Los Angeles by night. Light traces of car head lamps shown by this time exposure demonstrate the lane discipline observed by drivers. This picture gives a striking impression of the light constructional methods used for the junction

ANY readers of *The Autocar* will have shared similar experiences to myself in driving thousands of miles on Europe's motorways—the *autobahnen*, the *autostrada* and the rest. Fewer, perhaps, will have visited America and seen their gigantic motorways, the vast scale of which outstrips by far our efforts in the Old World.

Earlier this year I was privileged to make an extensive private study tour of North America. The impression which this made upon one who is a town planner, and has been a motorist for 37 years, was most marked. I liked much of what I saw, but some solutions to traffic problems saddened me. Notable among these were the three-tiered, steel bridges carrying 12 streams of traffic for miles across the north shore of historic Boston. I wondered whether a happier solution might have resulted had traffic engineers and planners worked together from the start.

America, of course, is vast; where we in this country think in distances of hundreds of miles, the American thinks in thousands! With 68 million vehicles, America last year had 8½ times as many as we have here in Great Britain; Canada had only 4½ million, or just over half our number. The boot is on the other foot, however, when we consider traffic density, for with an average of 40 vehicles per mile of road, Great Britain has twice the density of traffic found in either America or Canada.

In places like New York, Detroit, Los Angeles, San Francisco and Chicago, concentration of traffic has forced striking solutions upon the authorities. Before the war, the first special motor roads were constructed as tollways on the outskirts of New York. Since 1945 private enterprise has greatly extended these tollways, mainly in the eastern states of America. It is in California, however, that one sees the most masterly handling of traffic movement on enormous freeways. The roads have dual carriageways with three, four or five lanes to each carriageway. The expression "freeway" means much more than freedom from tolls—it describes a road free from oncoming traffic, free from traffic crossing at the same level, and free from traffic moving at random on to the highway from the roadside. Free flowing in every sense of the word!

On the Eastern State turnpike, tolls are collected at gates placed across the road at intervals—usually where a major route feeds in. The motorist has to drive into a stall in his traffic lane, rather

like the entrance booths to the Mersey Tunnel; he pays his 25 cents, or equivalent, to the attendant, who then allows him through. Automatic collecting boxes have been installed recently to speed traffic through these stalls. Each box has a wire mesh funnel about 2ft long, projecting from the face. The motorist slows down to about 10 m.p.h. and throws his coin into the funnel; it then spins down into the collecting box and, as it drops, actuates the "stop-go" light device. The time for this operation is 3sec per car, or half the time taken to get a ticket from the attendant.

From discussions with American traffic engineers, I came to the conclusion that the tollway system served a very definite post-war need, but learnt that practically all the new roads now under construction would be free from tolls, on the Californian pattern. Incidentally, the State Highways Department in California pays for the construction and maintenance of its 12,250 miles of freeway, through a 6 cents (5d) levy on each gallon of petrol sold.

Speaking of the capacity and safety of a freeway, the City Engineer of Los Angeles said: "A freeway, on an equal number of traffic lanes, handles three times the number of cars, at twice the average speed, and at an accident rate five times as favourable as a comparable surface artery." Having travelled many miles on American motorways, my own observations of traffic movement fully confirm this remark.

General design features of the American freeways are as follows: Dual carriageways are each of three, four or five lanes according to the amount of traffic to be handled, and each lane is 10ft wide. The overall width of such a freeway, allowing for the central reservation—or "median-strip" as Americans call it—and side slopes, could easily be 220-250ft, compared with the 112ft of our own new motor roads.

An important feature of the American roads is the shoulder. This consists of a hard, consolidated earth strip at the side of the main concrete or macadam carriageway. It is designed to take vehicles pulling off the road in an emergency—not for parking, which is strictly forbidden except at service areas or roadside

Most of the roads are constructed with concrete running surfaces, but flexible methods of construction (tarred macadam or

### PART ONE:

Types and general design features: service areas: traffic direction signs and control systems: landscaping: latest Californian research work on freeway accident control

### By ERNEST H. DOUBLEDAY,

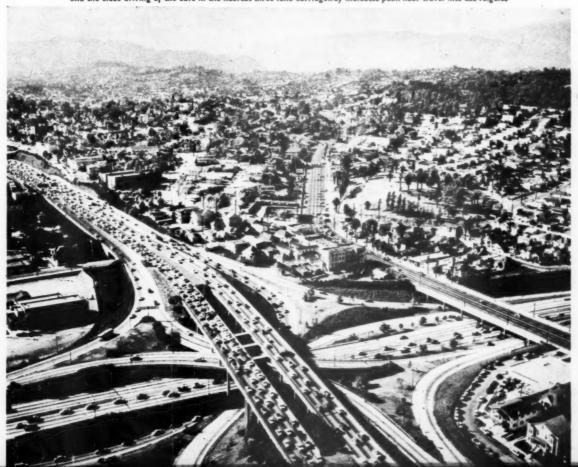
O.B.E., P.P.T.P.I., F.R.I.C.S., M.I.Mun.E.

The author, County Planning Officer of the Hertfordshire County Council, recently spent three months in the United States on a private study tour in collaboration with the Rees Jeffreys Road Trust Fund, studying American solutions to road and traffic problems. This is the first of three articles in which he describes his impressions and \* summarizes his conclusions.



Three-level highway bridge at San Francisco connects the main dock road with Oakland Bay bridge, and continues on three levels through the city

Below: 400,000 vehicles daily use the four-level Temple interchange. Lane discipline is well demonstrated on the Hollywood Freeway in the foreground, and the close driving of the cars in the nearest three-lane carriageway indicates peak hour travel into Los Angeles





The Harbour Freeway, Los Angeles. Normally a six-lane highway, it becomes ten-lane where connecting roads join the highway. A connecting ramp is shown in the foreground

bitumen "blacktop") are popular, mainly in the eastern states. The median strip separating the two main carriageways was provided with a physical barrier, a steel guard rail or a fence to minimize accidents and to prevent "U" turns by undisciplined motorists, which formerly caused many crashes.

There are no roads crossing the freeway at its own level; overpasses or underpasses take directly crossing roads without

interfering with the main road traffic.

Highlight of the Californian highway system is the Temple four-level interchange in Los Angeles. This structure was designed ten years ago to carry 170,000 vehicles a day. Already it is handling 400,000 cars daily—an average of 277 a minute for every 24 hours, surely the busiest cross-over in the world.

The freeways are equipped with service areas at intervals of about 30 miles. The New York State Thruway, for example, runs from the Hudson River to Buffalo, 460 miles away on Lake Erie. These service areas are not always opposite each other on the Thruway, but are frequently staggered so that the distance between service areas can be reduced to about 15-20 miles apart. On the eastbound run there are 14, with a similar number for the westbound run.

Service areas vary in character, the largest having restaurant,

Below is an artist's impression of a new flexible-type barrier selected for the median strip of California's most heavily-travelled freeways it uses chain link fencing, light steel posts and three \$\frac{1}{2}\$ in steel cable.



coffee shop, snack bar, gift shop, rest rooms and petrol station. The next size (six of the 14 on the eastbound run) has similar facilities, but without the restaurant. The smallest areas (six of the 14 on the westbound run) consist of a snack bar, rest rooms and petrol station.

Restaurant operators and petrol companies have concessions from the Thruway authority. It was interesting to see that the four food operators on this road each took exclusive stretches of about 100-120 miles, whilst the eight petrol companies took it in turns to be represented at a service station.

Where occasionally the service areas are opposite each other, an overpass allows motorists and pedestrians to cross the main road and, if desired, to change direction. Interchange points between carriageways are provided for motorists at intervals of approximately 10 miles.

I noticed that, if required, the service stations provided a greasing and check-up service whilst the motorist had a meal or a rest. Emergency services to help stranded motorists are also operated from these service areas, and this will be dealt with further in another article.

Between the service areas, roadside rests or parking areas are provided at well-defined intervals, usually where there is a good view, a river or a stream. These parking areas are well signposted in advance and the motorist travelling at the maximum permitted speed of 55 m.p.h. has ample time to decide whether he wishes to park at the roadside for a rest.

### Traffic direction signs and control systems

American motorways are very well signposted; by British standards up to the last few months, one might almost say the direction signs were needlessly large. I recall my shock, when leaving Idlewild airport, on seeing a large gantry spanning the full width of the motorway leading into New York; it carried 10ft by 5ft direction signs, 15ft in the air, pointing to Brooklyn, Battery Tunnel and other places. "How horrible," I thought, "if we have to come to this in Britain." It was only a week later,



A car using an automatic toll gate on the Connecticut State Turnpike. Time taken to pay toll is half that for a manually-operated gate

Below: Overhead direction signs on the State Turnpike, Connecticut, are very effective and easy to read at speed



Toll booth warning signs on Connecticut State Turnpike. The road's hard shoulders, in asphalt, for emergency use may be noted





Merritt Parkway, Connecticut, is an excellent example of landscaping. Trees planted in the central strip between carriageways form an effective anti-dazzle screen. Shrubs planted in rock crevices soften the harsh look of a cutting



Another view of the Merritt Parkway, showing the variety of planting. Shrubs mellow the appearance of the centre pier of the bridge

however, in driving on the Connecticut Turnpike, which has the latest type direction signs, that I realized how very necessary these overhead signs are where points of entrance and exit from the Turnpike have to be made. Speed of travel at or near the permitted maximum in the midst of two or three lanes of other motorists, allows little more than a quick upward glance from the road ahead and the car in front!

Side signposting as adopted by the Ministry of Transport for the new London-Birmingham motorway may serve well for fastmoving stretches of open road, where ample warning is possible. For city and dense suburban traffic control, however, much as I would prefer it otherwise on amenity grounds, the overhead direction system is the best and safest I have seen.

Direction signs usually have a light blue or green background of Scotch-light material which lights up with the head lamps. Our own new motorway signs are practically the same as those I saw at Easter on the Connecticut Turnpike, and very good I found them as a motorist—much better than the older pre-war Ministry of Transport authorized direction signs.

Cleansing is an important factor in the efficiency of these signs, for diesel fumes and other traffic dirt tend to dim their brightness. The wet method—detergent and water—does an effective cleaning job at the rate of 5 to 10 sq ft per minute—five times quicker than the dry method of paste or liquid applied directly to the panel and wiped off.

It is impossible manually to control the vast numbers of cars on these American motorways, particularly in the built-up areas of cities. Lights and signals have operated for years, of course, but recently an electronic vehicle-detector has been introduced to control traffic within each lane at highway toll booths, and to detect the traffic flow (and stoppages) in tunnels or on bridges. The detector is mounted over the highway on a projecting mast arm, and by means of a narrow beam of ultra-sonic energy directed downwards, senses the presence of a vehicle as it stops within or passes through a very narrow, sharply defined zone of detection. A vehicle passing through or stopping in this beam causes the vehicle-sensing relay to work. The detector is not actuated by people either standing in or walking through the detection zone. With this equipment, vehicles may be counted "in" as well as "out," and traffic switched at change-of-direction points.

#### Landscaping

Landscaping is an important feature of the American motorways, particularly in the eastern states, where the passage of time has allowed the inter-war landscaping to mature. One of the finest examples of post-war landscaping is to be found on the Merritt Parkway, Connecticut. This Parkway is really an extension of earlier pre-war parkway systems in New York State, where the New York City Parks Authority took charge of the landscaping. The appearance of the easiern states is very much the same as in Britain, with similar trees and shrubs.

Where the Connecticut and New York State Authorities have scored heavily in their landscaping is in emphasizing the natural features of the countryside. Traffic signs and service stations are carefully sited, designed and painted. I saw few examples of rows of trees planted at regular intervals on the roadside verge, as unfortunately occurred on many of our inter-war by-passes. I believe that we in Britain should get away from this "everything in straight lines" approach. Taking the countryside as our backcloth—and it is better than most in the world—let us develop a British idiom of landscaped motorways, and we shall find that they will soon marry into our countryside.

#### Research Work on Freeway Accident Control

For several years the Californian State Highways Department has been studying the design of median barriers. The object of the study has been to develop a median barrier to serve the following purposes—prevent a high-speed vehicle from getting into opposing lanes of traffic; prevent "U" turn drivers crossing the median strip; cut down the risk to drivers and vehicles when deflected back into the traffic stream. A year ago an abandoned airfield at Sacramento was selected as a test site, to simulate field conditions as nearly as possible. Twelve types of barriers were erected, mostly of the curved or corrugated steel rail pattern, mounted on concrete posts set at varying distances apart. A flexible type barrier of cable and chain link fencing mounted on 4ft steel posts spaced at 8ft centres provided an alternative to the fixed type of barrier.

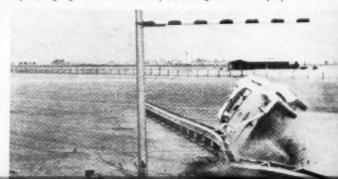
A crash car was driven by remote control from a following pilot car into the test barriers at an angle of about 30 deg and at approximately 60 m.p.h., which is typical of most oblique accidents. The flexible fence just described proved to be the most satisfactory as a positive barrier. It reduced the risk of rear-end accidents, by keeping the vehicle within the median strip, and slowed the vehicle gradually, thus reducing the risk of serious injury to the car occupants. The next best was the corrugated-steel beam mounted on posts at 6ft centres.

A further advantage of the flexible, chain-link fence is that it allows ivy and evergreen climbers to be grown on its face. This serves the double purpose of acting as an anti-dazzle screen and also, by landscaping the centre strip, helps the motorway to merge into the surrounding countryside.

#### PART TWO: DRIVING HABITS



Californian State Highways tests showed that the height of a semirigid barrier must be above the vehicle's centre of gravity, otherwise there is a tendency for the car to roll (below). The picture above demonstrates that if a rail is placed too high, the car frame and wheel, on impact, might get under it and hit a post, slowing the car too rapidly





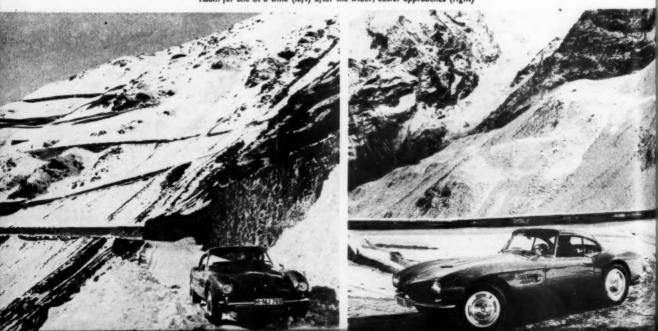
A classic silhouette-first glimpse of the Dolomites

HEN a pillarbox red, hard-top roadster from a famous Munich stable was put at our disposal, it rained in the Bavarian metropolis, and at such widely separated places as Düsseldorf, Bern and Lake Geneva. What was one to do in these circumstances when, late in October, the opportunity presented itself to put a thoroughbred car like the BMW 507 through its paces? There was, of course, only one way out of this dilemma—the escape route pointed to upper Italy, the Dolomites, the sunny south.

Strictly speaking, there are only three routes south from this part of Europe which can be negotiated in autumn and winter—to put the car on the train through the St. Gotthard tunnel, or to go by road over the Julier or Brenner Passes. We chose the Brenner.

Rain streamed down heavily at Stuttgart, at Munich, and as we headed south towards Garmisch over the almost deserted Olympia road. At Partenkirchen the rain was replaced by snow, and by the time we reached Mittenwald, the roads were covered with slush. Nearly 8in of snow greeted us at the frontier, and

Room for one at a time (left) after the wider, easier approaches (right)



the roads were littered with trucks and trailers which had come to grief.

Late afternoon found us on the approaches to the Brenner Pass, accompanied by the monotonously swishing windscreen wipers. Here we caught up with a seemingly endless column of waiting trucks. However, we were waved on, until an Austrian gendarme directed us into the waiting column—higher up the pass a truck had skidded to a halt with half its trailer poised precariously over the side of the road. Immediately behind was a heavy Gräf and Stift truck which, together with its trailer, carried 27 tons of timber. In conversation with the driver, we learned that the engine of this heavy goods vehicle developed a mere 10 b.h.p. more than the 150 b.h.p. under the bonnet of our car.

Finally we landed at Brixen, where we were grateful to find shelter from the rain in the cosy Elephant hostelry. When morning came we were greeted by an unbelievably fine, sunny morning. Resuming our journey through the fertile Puster Valley we came to Bruneck, where we ventured on a rapid detour up the Antholzer Valley, dominated by the magnificent 11,300ft Hochgall.

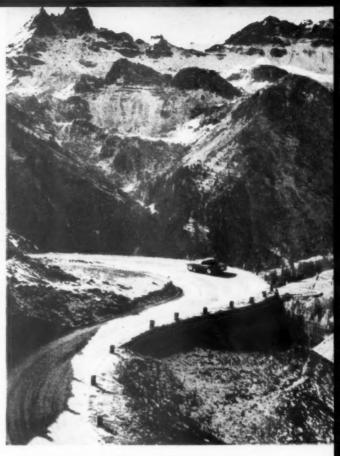
Still farther along the main road near Welsberg, alas now also called Monguelfo, there is a rarely observed road sign pointing towards Prags; whoever travels through the Puster Valley towards Austria or to Cortina should not fail to visit the Pragse Wildsee, a most impressive tarn on the approaches to the Dolomites. A short distance off the main road there is yet another fork in the narrow road, one turning leading to Alt-Prags and

# A Late Autumn Journey with a BMW 507

the other to Wild-Prags. We took the latter, to the right, and forged across the untrodden snowy carpet; the larch trees were adorned with delicately shaded leaves in the richest autumn colours; here and there were contrasting dark green patches of pine and fir trees. We thrust our way still farther up the valley to the indescribably blue-green surface of the Pragser-Wildsee nestling at the foot of the steep rocky cliffs and the snow-covered screes.

Back in the Puster Valley, the road divides once more at Toblack; straight ahead lies the frontier and Austria, but we turned south to pass through the Höhlenstein Valley to Misurina.

A first-class and most skilfully constructed road twists and



Snow borders the road and lies on the heights of the Grödnerjoch

turns up to the famous lake Misurina—5,755ft above sea level. Past the lake the road divides, one branch leading to Avronzo and the Valle Di Cadore, the other round the Massiv de Marmarole. We headed for the Passo Tre Croci and had reason to admire not only the scenery but also the excellence of modern road building and design. In fact, we had no other choice, for it is not safe to negotiate the delightful narrow mountain road

#### ARTICLE AND PHOTOGRAPHS BY DR. EBERHARD SEIFERT



Wayside Calvary—and everywhere the invading snows



# Up to the Snow Line . . .

Near Cortina d'Ampezzo—below the snow line, if only for the time being

Summit of the pass—with greater eminences in view



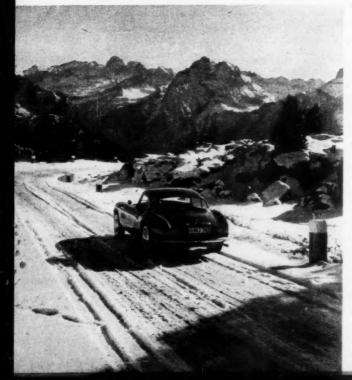
between Misurina, Monte Piana and the Drei Zinnen (7,200-7,500ft) at this time of the year by car.

654

The last Olympic winter sports games were held at Cortina d'Ampezzo. The summer visitors had long ago departed, and there was insufficient snow for winter sports; however, the skilifts were being overhauled in preparation.

Next morning we were soon on our way to Falzarego Pass, en route to Araba; this pass offers most rewarding views from

Departure from Langkofel—an entrancing prospect ahead



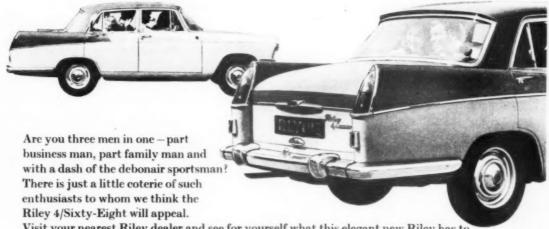
its upper slopes, not forgetting the equally delightful sojourn in the Passo val Parola. The journey from Araba across the Campolungo Pass to Corvara and then over the Grödnerjoch is particularly enchanting. The road passes the modern Albergo Miramonti and rises up to the Sellajoch, which surely must be the most beautiful pass in the Dolomites, offering an unforgettable panoramic view which stretches from the Geislerspitze (10,000ft) and the Marmolata (11,000ft) across to the Plattkofel.

We pressed on towards Meran, near which we called at the Oberwirt for another night's rest. Next morning, in still glorious weather, we drove into the Etschtal, where the fruit trees bordering the road were pressed down by a heavy crop of rosy apples. At Spondigna we found it impossible to resist the temptation to attempt the drive up the Stilfserjoch, which passes in the shadow of the mighty Ortler (12,800ft); officially this pass was closed already to motor traffic, but we were bent on matching the car's performance and testing our skill. Three Porsche cars were parked outside a house in Gomagoi; their crews scrambled hastily into the cars as soon as they spotted us and all four cars surged upward, as if tied together, slowly and carefully round the hairpin bends, and with high speed bursts along the short straights. Snow reached down to 7,300ft, and the going became treacherous. As the sun was setting we said good-bye to the Stilfserjoch, Europe's second-highest pass, turned into the Tauferer Valley at Schluderns and soon reached Switzerland. From Santa Maria, in the Münster Valley, we drove across the Ofenpass and through the National Park, and the Eidgenossenschaft's wild life reservation, to Zernez. St. Moritz proved as quiet and deserted as Cortina had been.

Chur offered us shelter for the night, and next morning we rolled down along the upper reaches of the Rhine. Sargans was hidden in dense drifting fog, but as we passed along a poplar-lined road near Glarus, the fog lifted suddenly and before us rose snow-covered mountains high into the pastel-blue sky—truly an unforgettable sight. We attempted the Klausen Pass from Linthal but the early snow had made it impassable; we turned therefore at a convenient hairpin bend and headed towards Lichtenstein, Feldkirch, Bludenz and the Arlberg Pass.

Once more wintry weather caught up with us as we reached Zürs and Lech, but the car carried us quickly to St. Anton, Landeck and Leermoos. It rained again as we reached the frontier... we were home once more.

# For the man who really cares



Visit your nearest Riley dealer and see for yourself what this elegant new Riley has to offer you... brilliant acceleration, carefree high cruising speeds, and low running costs—combined with luxurious appointments to make it outstanding by any standards... better still—drive the Riley 4/Sixty-Eight, then you will be convinced that this is indeed the car—made for the man who really cares.



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RILEY MOTORS LTD., Sales Division, COWLEY, OXFORD
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For the motorist who wants big performance but not a big car—the lively Riley One-Point-Fire is the answer. A sports-tuned engine developing 68 b.h.p. gives long-stride motoring, combined with a compact body designed to seat four people in real comfort. What is more, you can enjoy this big hearted performance at surprisingly low running costs. Price 45.75 plus \$240.14.2 P.T.



# Shadow or substance . . .?

Can't tell one from t'other in this fog. Good old pea souper.

... You know, there is something ahead.

STOP!

Phew.

Horse and cart.

(thought they were extinct).

Thank goodness for tyres that stop you in time (every time).

You too, will

feel saferbe safer-on

Firestone Town & Country

Firestone Town & Country on the rear wheels and Firestone De Luxe on the front is the ideal tyre arrangement for better, safer driving. Long wear, quiet running, improved handling, maximum grip for all-season safety—these are the Firestone features that add confidence under all road conditions.



BE A BETTER DRIVER. You owe it to your family, you owe it to others, you owe it to yourself to BE SAFE ON THE ROAD.

Firestone TYRES - consistently good



Most of the exterior brightwork is chromium plated, but the new Weathershields sidescreens have a polished metal frame

Autocar
ROAD TESTS
1752

Austin-Healey
Sprite
Hardtop

ITH its enviable position as the cheapest British production sports two-seater, the Austin-Healey Sprite would not have to be particularly outstanding to enjoy a keen following. Very good it is, though—and it offers so many attractive features in its design, construction and behaviour on the road, that it is easy to understand how it has become so popular in the short time since its introduction in June last year. Now, useful improvements have been made for the comfort of its occupants and for the car's utility as an all-weather vehicle in winter and summer. Thus, it is available in detachable hardtop form, and the flimsy sidescreens are replaced (on the hardtop version) by an improved design. Our Road Test of the earlier Sprite appeared in *The Autocar* of 20 June 1958.

Constructed of resin-bonded glass fibre, with a large wrap-round rear window of Perspex, the hardtop is not heavy, and it was found possible to fit or remove it single-handed. Its fittings are ingenious, and even without previous experience it was a simple matter, taking only two minutes, to remove it. At the front it is secured to the windscreen top rail by two "crocodile" clips, released by raising their chrome handles, which lie flush with the hardtop in grooves. The back is secured by two bolts and wing nuts, locating in slots beside the seats. It was only for replacement of the hardtop that assistance was appreciated, to ensure that the rear securing bolts did not scratch the paintwork, or the shiny metal rail which surrounds the driving compartment to the rear of the facia.

The hardtop may be added retrospectively to existing Sprites without any modifications to the car, since its securing bolts fit into the normal hood-stay slots. In this case the hardtop—as supplied by the Donald Healey Motor Company—costs £46 10s including sliding sidescreens of slightly different construction. This price shows a reduction in comparison with the listed price of £49 11s 8d when the hardtop is ordered with the new car. The explanation given by B.M.C. for this discrepancy is that full purchase tax is not charged on an accessory ordered after delivery; so buyers will benefit if they purchase the hardtop as an after-thought.

A first-class fit results with the hardtop in position, and draughts are eliminated almost completely. There is no leakage in heavy rain, but a considerable noise increase is noticed at speed, in comparison with the open or the hood-up conditions. Exhaust boom and wind roar combine to make the car decidedly noisy at more than 60 m.p.h. which, although forgivable on a sports car, will perhaps be unwelcome to the class of motorist who will specify the hard-top for protection against the elements.

Engine noise contributes to this above about 65 m.p.h., but at lower speeds it is unobtrusive. The engine is exceptionally willing to rev.; the driver wishing to obtain the best from the car takes advantage of this, and finds that on a

fast run the rev. counter spends much of the time above the 4,000 r.p.m. mark. Throughout the range, and particularly at low speeds, it is noticeably smooth. However, it lacks torque until it is revving fairly freely. Starting is immediate, the choke being necessary only for a cold start and for the first minute or two of running to prevent hesitation and misfiring. The warm-up is slow.

The overall consumption of just over 40 m.p.g. is extremely creditable, including, as it does, considerable use in London traffic and consistent hard driving. It is only in the most unfavourable conditions that the worst figure of 36 m.p.g. is achieved; most owners will readily obtain up to 45 m.p.g.

Well-placed within natural reach of the driver's left hand, the gear lever is remarkably light and precise to operate. The synchromesh is not easily beaten even in the fastest movements of the lever. In these respects the gear box earns praise, but the choice of ratios is less satisfactory. Second gear in particular is too low, and the maximum speed difference between bottom and second gears is only 12 m.p.h. Third gear could also be higher—for a car of this character a readily usable maximum of at least 60 m.p.h. should be available in this ratio.

In relation to the Sprite tested last year, the acceleration is comparable, and shows a slight gain at the higher

Removal of the hardtop or the hood to the fully open condition takes only two minutes. The hood and its supports stow neatly out of sight





# Austin-Healey Sprite Hardtop . . .

With the hood up, the flexible wrap-round rear window allows an unobstructed view when the car is being manœuvred. The sidescreens have been removed for this view

speeds. This suggests that the hardtop shape offers less wind resistance than the hood—borne out by an increase of 5 m.p.h. in the best top gear maximum speed. If the Sprite is considered more as an open two-seater than as an out-and-out sports car—which is perhaps a more pertinent description of it—the acceleration may be considered quite adequate.

Clutch operation is smooth, and the pedal pressure is light. Although there is little pedal travel, the take-up is not abrupt, and there is no clutch spin even under full-throttle

standing starts.

On first acquaintance with the Sprite the remarkably positive rack-and-pinion steering comes almost as a surprise, particularly to anyone accustomed to the more "woolly" steering layouts which are fitted to many cars of less sporting character. If the driver clings too rigidly to the wheel his own involuntary movement caused by the motion of the car is sufficient to affect the directional stability. A sensitive and gentle hold on the wheel gives the best control, and the complete lack of free play is appreciated. As the car is driven the steering is appreciated more and more; it

remains light and quite free from road shocks even when rough surfaces are taken fast. It is relatively high-geared, and on the open road almost imperceptible movements of the wheel are adequate to hold the car straight. Perhaps because of this precise steering, the slight tail wander which results from the quarter-elliptic rear springs is noticed more than it would be otherwise. The slight changes of direction which occur are easily corrected, however, and the car is little affected by cross-winds. At low speeds the steering remains light, and the car's good lock makes manœuvring easy.

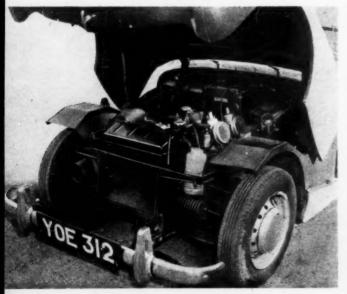
Average British road surfaces do not show up weaknesses in the suspension, but when the Sprite is driven at all fast on rough or unmade roads there is a great deal of firm, almost violent, vertical movement. It seems that the wheel travel permitted by the suspension is too restricted for bad surfaces, and the rear suspension in particular bottoms unduly readily. A shortcoming of this kind is not a serious fault on such a car, however, and for normal road work a commendably level and well-damped ride is provided.

Among the best features of the Sprite is its extremely high standard of cornering. In hard cornering on an uneven surface there is a tendency for the back of the car to "hop out," giving a momentary oversteer situation. When this occurs the car's movement as a whole is so small, and its recovery so quick, that the driver has no need to compensate with the steering. The balance of the Sprite on corner-ing is near perfect, and this is the sort of car on which the driver may easily get out of trouble after he has grossly misjudged the speed at which a given corner may be taken. In these extremes the very slight tendency to oversteer helps the driver, and is in no way vicious or progressive. Thus, on dry roads the limit of adhesion leaves a considerable margin of safety at the highest speeds at which the car is likely to be driven, and in the wet one may still make violent manœuvres without too much apprehension about surface conditions. Heavy application of the brakes on wet roads will lock the wheels, and it is also possible in these conditions to provoke wheelspin in the lower gears, but liberties may still be taken with the Sprite without any feeling of lack of control.

Dependable brakes add to the overall safety factor, and the hand brake, with readily accessible lever to the left of the transmission tunnel, will hold the car firmly on a 1 in 3 gradient. Reference to the data panel shows that the maximum deceleration figures are not as high as one might expect; they are influenced by the need to avoid wheel lock, which occurs fairly readily during heavy brake applications, even on dry roads. In normal use, however, the brakes are well up to the job of stopping the car from its around 70 m.p.h. cruising speeds, and prolonged spells of hard driving do not cause fade.

Good all-round visibility, little reduced by the hardtop, is a feature of the Sprite. The windscreen wipers are self-parking, and they clean a large area of the screen. Although the driver feels—and is—very low on the road, so that the

Quite an effort is required to raise the bonnet and front-wings unit, but when it is up, self-locking stays hold it securely and accessibility of all components is unusually good. It is only when working on the engine for some time that a higher locking position for the bonnet, or forward hingeing, would be appreciated



wheels of a bus or lorry tower above him, his view is unobstructed. To the front, a little of the bonnet, and the tops
of the head lamp bodies, are visible from the driving seat.
Rearward visibility also is good, but the interior mirror is
mounted so near to facia level as to be of little use. It
scarcely satisfies the demands of the Construction and Use
regulations, and during the later stages of the Road Test it
had to be replaced by a suction-mounted mirror attached
to the windscreen.

For tall drivers some modification to the seat mounting would probably be helpful, to lower their eye-level and prevent the car from seeming rather beetle-browed. The fore-and-aft seat adjustment is adequate for the longest legs, and there is space for the driver's left foot off the clutch, resting lightly on the dip-switch. There is also sufficient space to the right of the driving seat for the driver to sit comfortably without finding that his elbow is nudging

against the door.

An accessory fitted to the test car was the fresh-air heater, which has a powerful delivery and warms the car quickly after a night in the open. A facia control is pressed to admit air to the heating element. Distribution is controlled by hinged flaps on each side of the heater unit. To demist the windscreen only, both flaps are closed. At low speeds, when there is little ram effect, a fan may be brought into action by turning the facia knob to the right; the fan may be switched on only when the air control is pressed fully home. In warm weather the delivery of hot water to the element can be switched off by a tap under the bonnet, so that the heater may be used to admit unheated fresh air when required.

Reference was made earlier to the ingenious design of the new hardtop, but the folding hood of the Sprite also has been improved; considerable thought has gone into the new design, and this is one of the easiest sports car hoods to manipulate. The hood detaches altogether from its stays, the main supports of which fit into slots at each side of the seats. The rear hood rail engages with two shaped chrome hooks, and there are Lift-the-dot fastenings around the quarters. At the windscreen the hood clips over the top

rail, and is secured by two press-stud fasteners. Hood tightness is ensured by spring loading in the vertical supports of the framework, and to simplify the business of erecting the hood the springs can be compressed and locked, and then released after it has been secured. Little more than a minute is needed to fit or remove the hood; and when it is removed its stays fold behind the seats, and the material stows away in a wallet provided with toolkit.

Further improvement on the new Sprite is offered by the Weathershields sidescreens which, unfortunately, are standard only with the hardtop. On non-hardtop models there is an extra charge of £3 15s plus £1 11s 3d tax, and the cost is higher still if they are not specified at delivery—some allowance being included in the price for the saving on the

standard screens.

They have a rigid, bright metal frame which is surrounded by rubber strips to ensure a reasonable seal when the hard-top or the hood is in position. The windows are of Perspex, and the rear section is arranged to slide forward; that on the test car was extremely stiff on the passenger side. The sidescreens fasten to the door by two large screws which can be undone readily, using a coin as a screwdriver. Access to the car from outside is gained by sliding forward one of the windows and reaching in to the small handle protruding forward from the latch. There is, of course, no way of locking the Sprite, and as there is no lockable boot or facia compartment, the owner must take a chance with any possessions left in the car.

Interior comfort owes much to the well-designed seats, which provide good support in the right places and extend fairly well under the thighs. In cornering, the driver and passenger are firmly located laterally. A touch of austerity is given by the simple interior fittings and furnishings. The uncluttered facia layout is somewhat plain. Floor mats are of moulded, ribbed rubber. The interior of the hardtop is not covered, and has the appearance of unfinished glass fibre. Full width, open door pockets are provided on each side, and generous accommodation for luggage is available to the rear of the seats. Stowage is difficult, however, and if small odd-



The interior layout and finish is plain but neat. The steering wheel is small enough not to obstruct forward visibility, and all controls come conveniently to hand. Provision is made for addition of a radio

ments find their way to the back of the luggage space the owner must crawl in to locate them. The most worth-while improvement which could now be made to the Sprite would be the provision of a separate luggage compartment with exterior lockable lid. A small grab handle is provided on the left of the facia for the passenger.

Steady readings are given by the speedometer and the optional extra rev counter—a unit which one might expect to be standard on such a car. There is a thermometer and oil-pressure gauge, but no ammeter—a reasonable omission. The gauge for the six-gallon fuel tank is fairly accurate. For a small car, the toolkit of the Sprite is unusually generous—including a simple jack, wheel-nut spanner, and a few hand tools. The jack lifts either side of the car, and it engages with an unobtrusive slot in the door sill, which is vertically below the windscreen, and covered by a rubber plug when not in use. There is no provision for a starting handle; there are no ashtrays on the car, and no reversing lamp is fitted. Such economies are reasonable with the Sprite, and form part of the general policy of keeping the price to a highly competitive minimum. In view of this it was a mild surprise to find under the bonnet an extra stay

The hardtop seats on rubber and fits snugly, leaving little space for draughts to enter the interior. The amber winking indicator lamps at the rear are protected only by the standard equipment overriders

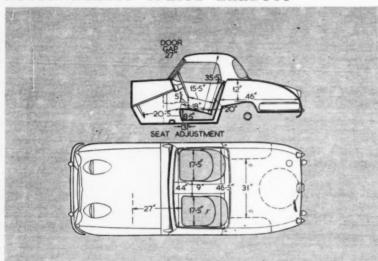


#### Austin-Healey Sprite Hardtop . . .

near the radiator-in addition to the double rear self-locking stays-for holding the bonnet in the open position. This does not provide any extra lift to the open bonnet, and there is little use for it. Prospective buyers are reminded that the front bumper and overriders are also listed as optional extra equipment. Without them, the side lamps in particular would be very vulnerable.

In its new improved form the Austin-Healev Sprite is even better value than before, and continued popularity may be expected for it. The combination of first-class roadholding and steering, and good brakes, in a car of not startling all-out performance, makes the Sprite potentially extremely safe. Although more adequate protection against the elements is now available on the standard car, the option of the hardtop will no doubt appeal to many-in particular to those who must park their car in the open through the winter months.

#### AUSTIN-HEALEY SPRITE HARDTOP



Scale 1 in to 1ft. Driving seat in central position. Cushions uncompressed.

#### PERFORMANCE -

			and Time	
M.p.h.	4.22	5.96	10.02	15.31
	to 1	to 1	to 1	to 1
10-30	promise.	8.7	5.1	_
20-40 .	. 11.8	8.3		-
30-50 .	. 11.9	8.7	_	
40-60 .	. 15.1	-	-	_
50-70 .	. 19.2	_	_	-
1				

6.0 sec.

14.9

Standing	quarter	mile	22.3	sec.

30 m.p.h. . .

99

40

50

#### MANUAL CREEDS ON CEARS.

Gear			M.p.h.	K.p.h.
Top	(mean	1)	84.1	135.2
	(best	t)	86.0	138.4
3rd	 		58.0	93.3
2nd			35.0	56.3
1st			23.0	37.0

TRACTIVE	<b>EFFORT</b>	(by	Tapley	meter):
	Deall		TC or	minalant

	(lb	Pull per ton)	Equivalent		
Тор		225	1 in 9.9		
Third		315	1 in 7.0		
Second	* *	490	1 in 4.5		

#### BRAKES (at 30 m.p.h. in neutral):

Pedal load in lb.	(at 30	Retardation	Equiv. stopping distance in ft.
25		0.21g	144
50		0.37g	82
75		0.77g	39

#### FUEL CONSUMPTION (at steady speeds):

rect top	
30 m.p.h.	58.8 m.p.g.
40 ,,	55.9 "
50 ,,	51.3 "
60 ,,	44.9 ,,
70 ,,	38.4 ,,

Overall fuel consumption for 1,452 miles, 40.3 m.p.g. (7.02 litres per 100 km.).

Approximate normal range 38-46 m.p.g (7.4-6.1 litres per 100 km.).

Fuel: Premium grade.

TEST CONDITIONS: Weather: Dry, still. Air temperature, 53 deg. F.

Model described in The Autocar of 23 May 1958

#### STEERING: Turning circle:

Between kerbs, L, 31ft 0.5in; R, 30ft 1in. Between walls, L, 32ft 4.0in; R, 31ft 4.5in. Turns of steering wheel from lock to lock,

#### SPEEDOMETED COPPECTION, MPH

3LEEDOWE ! EK	CORI	CECTIO	ATAN TARSE						
Car speedometer		10	20	30	40	50	60	70	
True speed		10	19	28	38	48	57	67	

#### DATA .

PRICE (basic), with hood, sidescreens, rear overriders, spare wheel and tyre, £445. British purchase tax, £186 10s 10d.

ritain),	1.03	51 1	10s 10a	d.	
I	Basio	2	U.K	c. 7	ax
£	5	d	£	8	d
£18	0	0	£7	10	0
£13	17	6	£5	15	8
£35	0	0	£14	11	8
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ENGINE: Capacity, 948 c.c. (57.82 cu in). ENGINE: Capacity, 948 c.c. (57.82 cu in). Number of cylinders, 4. Bore and stroke, 62.9 × 76.2mm (2.478 × 3.0in). Valve gear, o.h.v., pushrods. Compression ratio, 8.3 to 1. B.h.p. (net) 42.5 at 5,500 r.p.m. (B.h.p. per ton laden 52.1). Torque, 52lb ft at 3,200 r.p.m. M.p.h. per 1,000 r.p.m. in top gear, 15.4.

WEIGHT: (with 5 gals fuel), 13.31 cwt (1,491lb). Weight distribution (per cent): F, 54; R, 46. Laden as tested, 16.31 cwt (1,827lb). Lb per c.c. (laden), 1.92.

BRAKES: Type, Lockheed, two-leading shoe (front), leading and trailing (rear). Method of operation, hydraulic. Drum dimensions: F, 7in diameter; 1\(\frac{1}{4}\)in wide. R, 7in diameter; 1\(\frac{1}{4}\)in wide. Lining area: F, \(\frac{1}{4}\)0.06, sq in; R, 30.6 sq in (75.2 sq in per ton laden).

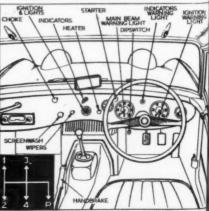
TYRES: 5.20—13in Dunlop four-ply tubeless. Pressures (lb sq in): F, 18; R, 20 (normal).

TANK CAPACITY: 6 Imp. gallons. Oil sump, 6 pints. Cooling system, 10 pints.

DIMENSIONS: Wheelbase, 6ft 8in.
Track: F, 3ft 9.75in; R, 3ft 8.75in.
Length (overall), 11ft 5.25in.
Width, 4ft 5in.
Height, 4ft 1.75in.
Ground clearance, 5in.
Frontal area, 13.3 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 38 ampère-hour battery. Head lamps, double dip; 42-36 watt bulbs.

SUSPENSION: Front, independent, coil springs and wishbones. Rear, quarter elliptic leaf springs with radius arms.



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# DUNLOP WEATHERMASTER

RAIN...MUD...SNOW...SLUSH... whenever the weather makes driving conditions tricky Dunlop Weathermaster tyres will GRIP as no tyres have gripped before. Fit them to rear wheels or all four, and be sure of a perfect getaway, tenacious road-hold and a safe unswerving pull-up. Fit Weathermaster and relax in the feeling of positive safety under your car. Give it that Weathermaster GRIP. There's no point in delaying. Tubeless or with tube.

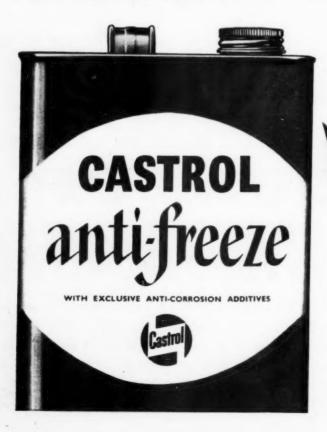
# 3 IMPORTANT REASONS why motorists should buy CASTROL anti-freeze

1 Castrol Anti-Freeze contains exclusive anti-corrosion additives (patent applied for). These minimise corrosion to the lowest point ever achieved.

2 Castrol Anti-Freeze successfully combines these new, special additives with ethylene glycol to give you full protection from frost.

**3** Only Castrol Anti-Freeze gives you this "balanced protection" against damage from frost and corrosion.

This winter, make certain that your cooling system is fully protected with a properly balanced anti-freeze—ask for Castrol Anti-Freeze by name!





Delaney Gallay's Good Companion recirculatory heater



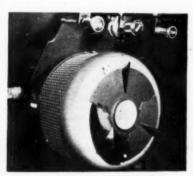




Above: The Ranco thermostatic control (£2 2s) automatically regulates the output of a heater. Its pipes are \{\frac{1}{2}\) in dia, and are connected in the existing engine-to-heater pipe. It is distributed by Delaney Gallay. Centre: Key-Leather 502 fresh-air heater in a Wolseley 1500. Right: Smiths accessory heaters, the F.260 fresh-air below the R151 and R201 recirculatory models

## Winter EQUIPMENT

Continued from page 647



Key-Leather Monsoon recirculatory, a powerful new model, seen in a Vauxhall Velox

#### Heaters

cars, and in general the facia controls are matched to those of the car.

Underbonnet versions cost £14 14s, and suit Austin A.30 and A.35, various models of Hillman Minx and sister-cars, Standard Eight, Ten and Pennant, and Vauxhall Velox, Cresta and Wyvern of 1955-7. Models for interior fitting cost £13 13s, and suit Ford Anglia and Prefect (old type) of 1954 onwards, Morris Minor II and 1000, Vauxhall Victor, and Cresta (current models); and Wolseley 1500.

However, fitting the heater to almost any car does not seem to call for great ingenuity, and it is compact.

Smiths. This firm is the principal supplier of heater-ventilators to car makers. They do have a simple universal model, the F.260, which, because of its many fitting kits and its general simplicity of installation, can be fitted to almost any vehicle. Fitting kits for popular cars are complete to the last nut and bolt. The

F.260 is larger than a recirculatory heater only in one dimension, width, and could be as easily accommodated in or under a parcels shelf as a radio. It costs £15.

Tudor. The Mark 3 is a true heaterventilator, but of extremely simple design. A system of collector plates is attached to the car's own radiator; warmed air passes to a passenger-compartment unit, where the flow of air is controlled. It is a paradox that the simple heater-ventilator (£6 10s) is surprisingly good in a fairly expensive car, with excellent body sealing; and not up to defeating the cold draughts in a cheap car with imperfect

Wingard. The heater-ventilator introduced at the London Show is cylindrical, and inside it has the round finned-tube radiator which is similar to that used in the existing Sahara heater, together with the fan and motor. This has not yet been tested, but it should have a good airflow, and it should be easy to install. (£14 10s.)

#### Recirculatory Heaters

THERE is a very considerable choice of these heaters, which require only small-hose water connections to the engine, and do not have the problem of large air ducts, for they circulate the air already in the car. It may be taken that in all cases there are kits for any car, or that there is a universal model.

Delaney Gallay. The Good Companion heaters have very effective heat exchange units-car radiators and oil coolers are principal products of the firm. Individual outlet doors are provided. (£9 5s to £10 10s.)

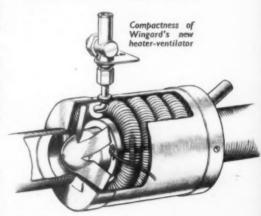
Key-Leather. In general, these are handsome square heaters with a grille outlet, made in many versions. The latest

are for Morris Mini-Minor and Austin Seven. A new model is the Monsoon, a powerful 2kw heater, circular in shape, and having two fans, one for demisting,

one for heating, (£10 10s-£11.)

Tudor. The Tudor Twinfan uses a circular heat-exchange unit of gilled tubes, in a die-cast light-alloy body, with two outlet doors. As the name implies, it has two fans, for heating and demisting. (It costs £11 10s-£12.)

The recirculatory heaters, Smiths.



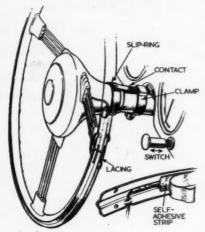
Smiths F.260 (fresh air) in the parcels shelf of a Mini-Minor (below)







All the bits needed—a fitting kit for the Smiths F.260. Right: World Radio's Trade Wind heater



Unusual heating—the Fulham wheel rim warmer, which costs £3 15s 6d

available for all cars, are in three sizes, and have new kits for fitting, and wind-screen demisting provisions. They are R.201 (£9 15s); R.200M (pre-1958 Morris Minors only, £11 7s 6d); and R.151 (£8 10s). Demister and accessory packs are 15s to £1, according to model.

Wingard. The Sahara recirculatory heater uses annular finned tubes, and pays particular attention to silence, by the mountings of the motor and the design of the fan. It costs £9 5s upwards.

World Radio. In this Trade Wind recirculatory heater, we may note the three controllable outlet doors, at the front and at each side. Normal mounting position is centrally under the facia or parcels shelf, and over the transmission tunnel. It is £9 19s 6d to £11.

Available as a standard extra with some heaters, the Ranco automatic temperature control is capable of being used with any.

#### Winter EQUIPMENT

The control valve has to be fitted as an interruption to the water feed pipe from engine to heater; the outside diameter of its inlet and outlet pipes is \( \frac{1}{2} \)in. A facia quadrant fitting gives the driver choice of setting.

Once the driver has chosen his setting, the thermostat holds the heater's hot air output to the desired temperature. This thermostat, a capillary tube, is located near to or on the heater's radiator. The Ranco device is sold through the usual channels by Delaney Gallay.

Neither this device, nor the fitting of the most powerful heaters on the market, will produce much warmth if the radiator water is not hot. Temperature control of the engine—a subject covered in another section—is vital in heater efficiency.

If a heater—after a car has served a couple of years or more in a hard-water district—is suspected of being heavily scaled, or choked, it can be removed and dealt with by orthodox radiator cleansing and flushing preparations and techniques.

Fulham and Humphrey, 89, Clinton Lane, Renliworth, Warwickshire.
Delaney Galiay, Ltd., Vulcan Works, Edgamer Road, London, N.W. 2, Urswick Road, London, Smiths Motor Accessory Division, Cricklewood Works, London, N.W. 2.

Tudor Accessories, Ltd., Beaconsfield Road, Hayes, Wildlessen, Ltd., Klingsham Road, Chichester, Sussex, World Radio, Ltd., Edgware Road, London, N.W. 2.

World Radio, Ltd., Edgware Road, London, N.W. 2.

World Radio, Ltd., Edgware Road, London, N.W. 2.

#### **ELECTRICS:** Trouble Tracing

T is very seldom that the electrical troubles which are apt to become evident in cold and damp weather occur spontaneously and by coincidence. Usually they can be traced to neglect of one kind or another and, of course, that carries the implication that they can be anticipated and avoided,

A good battery in full charge; dry, clean, properly gapped contact breaker points; leads with sound, uncracked insulation; plugs which are clean and have the correct gap—these are elementary requirements which are too readily taken for granted, but which slowly, almost imperceptibly, deteriorate to the state in which a cold, damp morning will catch them out. A couple of hours spent now ensuring these basic requirements may save many more wasted over a reluctant engine.

Thousands are now facing their first winter's motoring, with cars of all ages and all conditions of maintenance. Drivers of greater experience will forgive an elementary approach to electrical troubletracing.

Most of the mystery of car electrical equipment arises from the fact that no one can see electricity. Its presence can be determined only by its effects—the gleam of a test bulb, the blue crackle of a spark—or a sharp shock. 'But if the starter and ignition circuits are treated in three sections, a systematic check can be made with the minimum of equip—

ment—a small, cheap test lamp such as is illustrated is one of the most useful electrical gadgets one can have.

First, the battery. If it is on its last legs, demands of starting from winter cold can quickly reveal weakness. The cost of calling garage assistance only once can eat up the difference between a cheap new battery and one of the best heavyduty types. There is no economy in time, effort or money in trying to wring the last few weeks' service from a battery which is on the brink of total failure.

How to tell when a battery is failing? When it will not hold its charge over, say a week-end; when it flags quickly at a start from cold; when the lights grow seriously dim at a traffic halt.

If such symptoms are noted, one should ensure first of all that connections to the battery posts are clean and tight; that electrolyte level and specific gravity are correct; that the dynamo is giving a proper charge. If, with all these possible failings eliminated, the battery is still not up to its job, a garage test meter will reveal just what its state is.

In a battery two years or more old, especially if it has been neglected, failure of one cell is a death sentence—the remaining cells must be approaching the same state, and it is false economy just to have the faulty cell replated. The ideal state would be to replace the battery a day before total failure; usually

these events occur in the reverse order. For a start from cold, you can spare the battery some of its burden by turning the engine over a few times by hand first—if you have a starting handle.

Sometimes it is found that, though the battery is in good condition and fully charged, nothing happens when the starter is operated. The usual cause here is that while the car's electrical circuit will carry smaller loads, the hundreds of ampères of current required for a start from cold meets the obstacle of a faulty connection, and cannot get through. First remedy is to make sure that the battery post connections are tight, by removing, cleaning and reconnecting them tightly.

The inexpert should not try to imitate the serviceman's trick of tapping the

Plastic cover for waterproofing a distributor head—four-cylinder covers also are available, with vertical alignment of leads. Made by Veedip, Ltd., of Slough, Buckinghamshire, they cost less than 3s each

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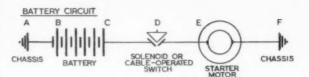
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Run of the ignition "electrics" in a popular model of car; the accompanying text and drawings on the right break it down into simple circuits

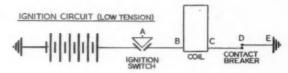
A screwdriver with 12-volt test bulb in the handle, and extra probe blade. The crocodile clip is connected to chassis, and the lamp lights when the blade is applied to a live point. Such devices are available at most accessory shops for a few shillings



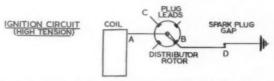


THE AUTOCAR, 20 NOVEMBER 1959

Arrangement of the battery-starter circuit; possible faults at the lettered points are detailed in the article



The test lamp makes easy the tracing of current at all the points indicated by letters



The spark circuit; the test lamp cannot help here, but the voltage is high enough to produce a spark at the successive test points

battery connector with a hammer—he knows by experience just how light a tap will do the trick, and how little more is likely to cause damage, but such experience can be dearly bought by the novice.

Often the heavy currents required by a starter motor—which can rise to 600 amps or even more on a really cold morning—burn the heavy copper contacts in the switch on or near the starter, so that they do not make sufficient area contact to carry the current. If time is available, one can remove the starter switch and dress the surfaces with a fine file sufficiently to make good contact, or obtain a replacement set or complete switch. Otherwise one must start the car by hand, down a gradient or by towing.

Usually there is provision to make the switch contact by finger pressure, as a check that the failure is not in the sole-noid circuit which is energized by the facia button

Where the starter is operated by pulling a knob, the connection with the starter switch is by Bowden cable, operating an arm which makes the contact mechanically within the switch.

In winter funning, the battery has a much harder job than at other times of the year, having to supply huge currents for starting from cold, and to share its input from the dynamo with the lights, heater fan motor, radio and many other electrical devices found in the modern car. Unless there is a good proportion of daylight running at engine speeds which enable the dynamo to give full charge, the battery can gradually deplete its store of energy until a booster charge has to be given to it, either at a garage or by a home charger, to enable it to do its job.

There is no mystery about it—a battery is simply a vessel in which is stored energy provided by the dynamo; most of this energy is on tap as required for starting, ignition, lights, radio, heater, accessories, and so on. So long as the output is balanced by input from the dynamo all is well, but in winter night motoring there can be a small yet continuing deficit—in effect spending £1 1s for every 19s earned—and that, sooner or later, means nothing left to spend. Equally, the battery does not work for nothing; you may put £1 worth of energy in, but get only 19s 6d worth out again, and the older and more tired a battery becomes, the greater the loss incurred in its storage.

Another point about a battery is worth bearing in mind. It is rated in terms of ampère-hours-a 40 ampère-hour battery, for example, nominally is capable of giving out 10 ampères continuously for four hours. If you require it to give 400 ampères, however, as in a start from cold, it will not do so for onetenth of an hour-six minutes-for the rate of discharge is too great. Suppose that one has tried unavailingly to start an engine until the battery no longer is capable of turning it over. If the battery is given, say, half an hour's rest to get its breath back, it will almost certainly recuperate sufficiently to provide adequate current for the ignition-though probably not for another bout with the starter motor. In those circumstances, the half-hour may profitably be spent in checking the rest of the electrical circuits involved in starting-or failure to start. And warmth will help not only the engine itself, but also the battery.

#### Ignition

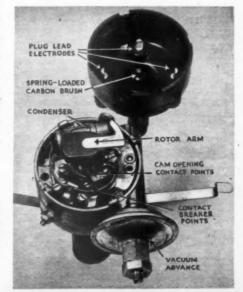
It is convenient to check the ignition in two stages—the low tension section, and the high tension. First, the low tension —that is, the part which is energized from the normal 12 volts of the battery, though this may be up to 15 or so volts, or down to a mere 8 or 9, according to the state of the battery.

When the ignition switch is closed, there is a free passage for the flow of current through the coil to the distributor, where it is routed to the contact breaker, which completes the circuit by making contact to earth periodically, as dictated by the cam against which it is springloaded.

This suggests the course of systematic check which one can make, and, in fact, if all is in order here, and the car happens to have a reasonably sensitive ammeter, one can see the needle flick over a little as the engine is turned by hand, each time the contact points open and close.

If there is no ammeter, the distributor

Exploded view of a distributor assembly with main components annotated



## Winter EQUIPMENT and TECHNIQUES ...

The Electrics . . .

cap may be removed and the points opened and closed with the finger tip (with the ignition switched on, of course), when a spark across the points will indicate that that part of the circuit is in order.

Usually this will be the case, but if it is not, a low-tension tester or a side lamp bulb in its holder with suitable wire connections, will enable a check to be made. step by step, for the presence of current at the input to the coil (terminal SW), output (terminal CB) and finally at the contact points themselves; with the ignition switched on, the indicator light should glow when connected between each test point and chassis or body metal.

It is seldom that there is trouble elsewhere than at the contact points, which may be badly pimpled and damp, or may have grease or dirt on them which prevents the flow of current. Remedy for this trouble is to clean or reface the contact surfaces-though it is better, in the main, to keep a replacement set in hand for simple substitution, leaving restoration of the surface until later.

The high-tension current which provides the spark originates in the coil. The

make-and-break of the low-tension current by the contact breaker produces surges in the windings, and these generate current of very high voltage-though of low current-which are fed to the centre terminal on top of the distributor cap. These are conveyed by carbon brush to the rotor arm within, and this feeds the impulse along the rotor arm to leap a small gap to a series of contacts round the inner surface of the cap. From these contacts, the tigh-tension current flows along thickly insulated leads to each plug in turn, where it leaps the gap to earth, so producing the spark to fire the petrol-air mixture in the cylinders.

One can follow the circuit progressively. If the lead from the coil to the centre terminal of the distributor cap is removed and placed with its tip about a quarter of an inch or so from the engine block, a spark should jump the gap as the engine is turned by hand. It is very seldom that fault is to be found in the coil on a cold morning start-if there is trouble there, it will almost certainly have shown itself in ordinary running. If the spark is reaching the distributor cap, one can next make a similar test with a plug lead, which should give one spark at every

second revolution of the engine. But failure to see a spark there will turn attention back to the distributor cap, which may be damp within, permitting the spark to leak away. It is surprisingly easy to make an elementary error here-having removed the rotor arm when checking the contact breaker points, one can forget to replace it before beginning the check on the hightension circuit.

"Tracking" is a term which one meets with occasionally in analysis of electrical failure, and it has analogies with the escape of high-tension impulses found when there is condensed moisture about. Tracking, however, occurs when dust or a surface crack breaks down the insulation path sufficiently to provide a leak path for the current, and it can happen when the engine compartment is hot and dry.

Plug leads, the insulation of which is cracked and damp, can permit the h.t. impulse to leak away before it reaches the plug; while the plug itself, if it is dirty and damp either on its insulator or at its point, will do the same.

In emergency, one can dry plug leads and distributor cap indoors, clean plugs, set them to the correct gap and get the engine running-but it is far more economical of time, effort and patience if remedies are applied before the trouble becomes chronic.

#### THE ENGINE: Lubrication, Temperature, Oils

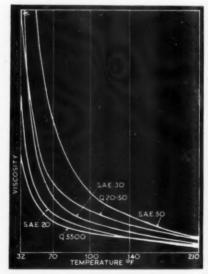
IL drains off cylinder walls overnight, and they may also get a washing on starting up by wet, condensing petrol mixture from a choke jet. A secret of long cylinder life is to be mean with the choke, to use it only for actual starting, and to change over to fastidle for keeping the engine going.

Some cars will start without the choke, after one or two jabs of the throttle have operated the accelerator pump in the carburettor. The resulting forcibly sprayed petrol may vapourize better than rich mixture from the choke. The Kigass proprietary device is still made; this is a faciaoperated spray pump fitted to the manifold, centrally.

Overhead valves with sealing that is not perfect may, overnight, dribble a little oil into the combustion chambersthe engine starts well-lubricated, with a good puff of blue smoke. Upper cylinder lubrication added by the owner may take the form of shots of oil in the petrol, which is of some value. Indeed, twostrokes are lubricated by petroil.

Upper cylinder lubricant is most needed on first starting; later, the normal lubrication takes over. There are two good metering devices for cold starts, which fire in 4-5 c.c. of lubricant and then cease to operate after a minute or so. The Drok has a reservoir, with a small chamber connected to that via a slow filter. In prolonged parking, the next charge of starting oil seeps into this chamber, from whence it will be sucked by the engine. In normal running, a tiny air bleed maintains an air cushion over the filter, and no oil passes. The device is non-mechanical, well made, and lasts indefinitely.

The Redex Lubrocharger is mounted on or under the facia. It has two oil-proof flexible pipes, one leading to an underbonnet reservoir, the other to the inlet manifold of the engine. There are con-trol screws with which the driver may adjust the permanent visible bleed of oil to the engine. By sudden depression of the throttle the supply can be increased, and by touching and closing the little air bleed, adequate u.c.l. for starting or other arduous purposes is always available. Without going into full detail of what the Lubrocharger is, or how it performs, it may be said that it is a fully-control-



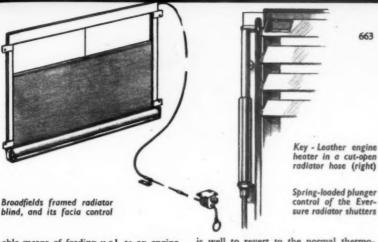
Viscosities at various temperatures of normal Duckham's oils, and of the special when cold" Q5500; and of the the Q20-50

Key-Leather temperature gauge, with its bulb fitting for the radiator hose; visible and controllable u.c.l. supply in the Redex Lubrocharger; and (right) the Drok automatic u.c.l. device









able means of feeding u.c.l. to an engine. In conjunction with modern lubrication systems, it is undoubtedly beneficial to use the double-viscosity oils in cars on

local work, with frequent starting and stopping. Both engine life and petrol consumption may be expected to be better. An S.A.E. 10-30 oil is one that is thin

and runny when cold, and thus circulates quickly round the engine in a cold start: which is good for the machinery. It has less drag, and may make starting and running without the choke easier.

It is equal in viscosity to a normal S.A.E. 30 oil at 100 degrees C, the boiling point of water, and a temperature which is reached in the sump by family cars only in very hard driving, such as fast cruising in a heatwave or fast climbing of mountain passes. At normal sump temperatures, summer and winter, a 30grade runs thicker than a 10-30; a 20-40 and a 30, about equal; while a 30-50 is thicker than a 30 in all conditions except freezing, when it is equal.

The principal value of 30-50, in private cars, is that it keeps down oil consumption and keeps up oil films in worn old cars, without being disastrously thick

when cold

As cars do not usually have oil temperature gauges-most amusing and interesting instruments for the keen ownerit is difficult to generalize. Sump oil temperatures do not vary directly with engine temperature as shown on a water temperature gauge, by any means. guess is that the sumps of many cars in Britain run for long periods in cold weather without exceeding 50 degrees C. Even if the owner does long, fast journeys, they may rarely reach 70 in winter.

Plenty of running at 70 deg or more is desirable, to steam off water, condensed petrol, watery acids, and other horrid anti-lubricants and corrosives, which are battling with the anti-acids, dispersives (or "detergents"), film-strength improvers, and so on, which are incorporated in good premium oils.

Sump-masking is too dangerous a game for amateurs, but it does help if water temperature is kept up, and if there is the most rapid possible warm-up in the mornings.

A winter thermostat is inexpensive. It opens at 85 deg-10 deg higher than the summer setting. In winter, remote areas of the engine are in close relation to water temperature, and under-bonnet temperatures are not excessive. In summer, they may be much hotter, in relation, and it

is well to revert to the normal thermostat. The changeover is the work of a half hour. The thermostat is usually sited in the "out" pipe of the engine, so one is readily changed.

All cars need a reserve of coolness in summer, and old ones, with their impaired circulation, need it in winter, too.

Control of the temperature of all the water, with full circulation and rapid warming up, may be achieved with a radiator blind.

It is probably a better design for radiator blinds to move the roller up and down with the free edge secured than to anchor the roller and pull out the free edge. Most radiator blinds, when fitted, are held firmly in position by air pressure if the car is travelling at more than 50 m.p.h. and the driver should therefore not be surprised if, at high speeds, the blind appears to have jammed.

Eversure, after playing with the idea for a long time, at last introduced their mechanical radiator shutters at the London Show. They are spring loaded open, held closed by the control, and the slats use nylon ends to avoid rattles.

However, it is as well to regard an engine temperature thermometer as the other half of necessary equipment when a blind is fitted.

In the days when cars' cooling systems held a vast deal of water, and it might take two gallons to fill a 11-litre, it was perhaps legitimate to avoid completely filling the radiator in winter, in the interests of rapid warming up. Cooling systems are smaller now, relying on more rapid circulation and heat exchange. The idea nowadays seems rather risky.

Either electric or capillary tube water thermometers may be obtained. There are Smiths; and AC-Delco, sold by Key-Leather. In both cases, auxiliary panels which will house the instruments neatly beneath the facia, without carving holes, are available.

Electric thermometers are held to quite close accuracy; and capillary tube ones, fitting into the radiator hose, are very accurate.

The bulb of either accessory type is easily fitted into a hose, if a hole is cut slightly undersize, with a thin and sharp penknife blade, starting inside the marked circumference, and spiralling out to it.

Troublished Garage and Engineering Co., Ltd., Standard House, Cockfosters, Barnet, Hertfordshire. Blinds, 25 5s upwards. Standard House, Cockfosters, Barnet, Hertfordshire. Blinds, 25 5s upwards. For hubricator: S. Norrish, Ltd., 220, Oreat Portland Street, London, N.W.i. & 31 Line Trading Street, Cold Hill, Staffordshire. Estate, Old Hill, Staffordshire. Road, London, E. S. Electric or capillary tube temperature gauges, £3. Gulf stream engine heater, £3. Igass, Ltd., 31, Regent Grove, Leamington Spa, Warwickshire, Starting device, £3 cliswick High Mitch Motor Accessories Division, Cricklewood Works, London, N.W.2. Temperature gauge, £3.

#### Forwards, Backwards, Sideways

ODERN heaters, with their associated ducting, take care of demisting the windscreen. Demisting fluid, or the effects of one of the good demisting cloths, must be to car standards. Condensation in cars is often too rapid for household types, which will take care of the side windows, and if the cloth is handy, the driver can make new applicacations as necessary as he goes along.

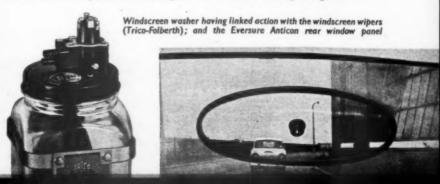
The rear window is more remote, and its clarity is very important. Only one firm, Automobile and Sheet Metal, has made a remote-control rear windscreen wiper, operated by a very long, sheathedcable control.

A double window does not mist inside, and there are two panels available to give this effect. The Eversure Anticon is oval, in two sizes. It has a rubber flange all round, and to judge by the efficiency of many seen on the road, is effective in maintaining a good big clear patch in the most misty window.

At the London Show, an oblong panel of stiffly-flexible plastic, adhesive all round the edges, was introduced by K. F. Ward. Of this we have no experience, but it is correctly designed to a sound principle, so

should work properly.

Last winter a transparent plastic akin called Gnomist was tested. Applied to the interior of a screen and rear window, it proved stable, did not lessen transparency, and did not become scratched. Resistance to misting was good.







#### Winter EQUIPMENT and TECHNIQUES



Two popular types of draught deflector, the Cyplas (left), and the Weatherall. Both are effective. Right: Key-Leather Clearview slim and bendable demister bar







Raydybt windscreen washer, the simple Desmo-Kigass, and a Lucas with electric pump in the head

#### Visibility

In a long Continental trip in the new Ford Anglia, a colleague found that the reversesloping rear window did not become rain-streaked and obscured. There is no proprietary peak for placing over a normal window, but it might be a good idea for use in rainy periods, especially on fast main roads where long rearward visibility is required. The ingenious may experiment for themselves.

An electric demister for the rear window is a tried device, and has the secondary purpose of defrosting the outside. Such things should be wired off the ignition switch, so that they cannot be left on accidentally, and a warning tell-tale lamp in or near the facia switch is also a good idea. A particularly good kind, allenclosed and therefore safe, very long for the modern wide window and capable of being bent to follow window curvature, is made by Key-Leather, and very recently, by Tudor.

When a car is parked in the open all day or all night, the windscreen annoyingly frosts or ices on occasions. A newspaper secured by the windscreen wiper blades is a traditional protection. Accessory shops sometimes have fabric panels with rubber-sucker corners, which can be pushed on and pulled off; these are better.

Frosted or iced glass may be cleared with a copper coin, a piece of sharp wood, or anything that will not scratch glass. The reviewer has in his locker a squirt bottle of Holt's de-icing fluid, which is instantly effective, economical to use, and does not permit re-freezing as plain meths" spirit often does.

Windscreen washer reservoirs and squirts are not primarily an item of winter equipment. In summer, they deal with squashed insects, and with muddy haze thrown on the screen by overtaking

vehicles. At all times, they are to be used before the wipers are used for cleaning, so that the precious surface of the glass is not scratched, matted and spoilt by dry cleaning. Both Lucas and Trico, with their automatic washers, have wiper and washer link-up, so that a spray of water can precede the wiper automatically.

There is now a wide choice of inexpensive windscreen washers which all work on much the same principle. Water is pumped from the reservoir-a glass or plastic bottle-to the scuttle jets, by a finger-push or foot-button pump.

Such pumps are often a mechanical plunger, pressing and releasing a rubber or plastic sac, or sometimes a mechanical piston pump, perfect sealing is the thing to look for here.

In severe winter weather, glass reservoirs of washers can freeze up and crack when the car is parked in the open. One can add a proportion of methylated spirits to the water, about a quarter, but never ethylene glycol anti-freeze, which is pernicious to bonnet paintwork. Trico have their own fluid for this which, like all specialized things, is no doubt better than plain spirit.

plain spirit.

ASM rear window riper. Automobile and Sheet Metal Co., Ltd. Percival Lane, Runcom, Cheahire. £2 198 6d.

Cyplas draught deflector. Exhaust Ejector Co., Shelf House, Halitax, Yorkshire. Various models. Desmo-Rigass screen washer. Desmo, Ltd., Pensett Trading Estate. Brierier Hill. Staffordshire. Gnomist sheet. Gnomist Co., Ltd., 108. Clarendon Road, London, W.11. 15 by 9in, 4s 11d; 12 by 7½,in, 3s 9d.

Eversure Accessories, Ltd., Waterfall Lane Trading Estate. Old Hill. Staffordshire. Anticon panel, £1 13s 6d. £1 9s 6d. £1 28 6d.

Eversure Accessories, Ltd., Waterfall Lane Trading Estate. Old Hill. Staffordshire. Anticon panel, £1 15s 6d. £1 9s 6d. £1 28 6d.

Eversure Accessories, Ltd., Great King Road, London, £9.

Eversure Accessories, Ltd., Great King Street, Birmingham, 15.

Eversure Accessories, Ltd., Great King Street, Birmingham, 5.

Raydov in Street, Birmingham, 5.

Raydov indiscreen washer £2 5.

Raydov indiscreen washer. James Neale and Sons, Ltd., Graham Street, Birmingham, 1.

Eversure Accessories, Ltd., Great West, Garrison Street, Birmingham, 1.

Raydov indiscreen washer. James Neale and Sons, Ltd., Graham Street, Birmingham, 1.

Eversure Accessories, Ltd., Great West, Garrison Street, Birmingham, 1.

Roydov indiscreen washer. James Neale and Sons, Ltd., Graham Street, Birmingham, 1.

#### TYRES: "Compromise" for Winter

LMOST every tyre maker now has a model of the kind which is vari-ously called "winter," "com-promise," and so on. They are best dealt with individually by a photograph, and this has been done. It is usual for a tyre tread photo to show the tread widened, or foreshortened, so that the pattern may be seen in a small reproduction.

This kind of tyre has ancestors which were useful, but encountered grave difficulties. The trials tyre for mud-scrambles, now banned by the R.A.C., was expressively called a "knobbly." It was a much coarser version of the then standard pattern of ordinary car tyres, which were made up of diamond, square or oblong blocks in a fine pattern.

Preferred by the farm tractor was a very coarse pattern of Vs, running right across the tread, and this is still current. Both these kinds are too coarse for family cars -noisy, heavy, and wearing unevenly.

For the frozen north, where snow may be expected to lie steadily for months, and for rally people charging over mountain passes, the "snow" tyre remains the same. The principle is to use large numbers of tall, topply studs, which squirm about as they flex under the car's load. This prevents the tyre clogging with snow and going bald, as it were; but such tyres

Avon Waymaster, Davis Commando and Dunlop Weathermaster, three interlocking zig-zag









# GET GITTO-GET

For the most powerful traction g-r-i-p you can get fit the ULTRA-GRIP by Goodyear. Its rugged tread gets you going, keeps you going, gives you complete control and confidence whatever the conditions. Yet it runs quietly on clear roads. Prepare for winter driving ahead by putting it on your rear wheels now. ULTRA-GRIP because multi-angled tread bites into mud, slush, snow, ice.

**ULTRA-GRIP** because powerful shoulders give more stability and control for rock-steady cornering.

ULTRA-GRIP because 3.T cord carcass gives extra strength to resist distortion.

ULTRA-GRIP because tough, tested tread rubber means hard wear with long mileage on clear roads.

Best 'BEAT-THE-WEATHER' tyre... ULTRA-GRIP by

GOODFYEAR

When you buy anti-freeze...

remember

these pictures



Water-pump impeller severely corroded by ordinary anti-freeze

When you buy anti-freeze ...

## remember these facts

#### FIRST FACT

Until now, no anti-freeze has given complete safety against corrosion.

#### SECOND FACT

Bluecol has always led the search for greater safety against corrosion.

#### THIRD FACT

New Bluecol offers complete safety against corrosion.

This year, Bluecol has taken a major stride ahead: new Bluecol uses a completely new anti-corrosion formula evolved by the world's leading chemical scientists in close co-operation with SMITHS. After exhaustive laboratory and road tests the scientists report: "It is now considered that this formulation is superior to any at present in use, and can be used with advantage in all types of petrol and diesel engines". You can see what they mean from the pictures above!

#### FOURTH FACT

SMITHS will guarantee New Bluecol.

#### FIFTH FACT

Leading motor manufacturers recommend New Bluecol and use it themselves.

The makers of Austin, Austin-Healey, Hillman, Humber, M.G., Morris, Riley, Rover, Singer, Standard, Sunbeam, Triumph, and Wolseley cars use new Bluecol to protect every car they deliver during the winter months.



New Bluecol prevented corrosion completely

These were exactly similar water-pump impellers (the impeller is the working part of an engine's water-pump). Both did exactly similar service, for exactly the same time. The one above has been working in an anti-freeze made to one of the three standard commercial specifications. The ground-away face shows how corrosion has reduced the blade section. Compare it with the other impeller, which was protected by new Bluecol—and is still as good as new!

When you buy anti-freeze...

buy **NEW** 

BLUECOL

the completely safe anti-freeze

from

**SMITHS** 

a name with a world of meaning









Firestone Town and Country, Goodyear Ultra Grip (two with pin-holing in the treads); and the Kelly Explorer

#### Winter EQUIPMENT and TECHNIQUES.

#### **Tyres**

are noisy, unstable, and rapid wearing in mixed climates where snow and wet or dry hard roads alternate. Some Continental snow tyres were and are decentively plain of pattern, but use a soft and, therefore, wiggly rubber, which may not take kindly to hard roads,

Instability and refusal to clog are just as good in stiff mud as in snow, but British conditions are too variable for

snow tyres."

Modern family car tyres, in the interests of silence, stability and long life with modern speeds, are usually variations of circumferential bands. There may be saw-tooth edges to the bands, and they may have knife-slices in or across the bands. One way and another, they have tolerable grip on merely wet or greasy roads, especially against side-slip or skidding. In some cases, the slicings across the bands may open up under stress, and provide a block-pattern effect.

But the finely patterned, normal road tyre may clog and generally lack coarseness in very bad winter conditions, or in

rural adventures.

The designers of "compromise" or "winter" tyres are using the Vs of the tractor tyre, the blocks of the pre-war sports knobbly, in overlapping patterns that provide a continuous running surface round the tyre on hard roads. The units of the tread pattern may, if stressed, lean against each other and lend mutual support. The buttresses at the side of such tyres, and the clearances at the edges of the tread, provide extra traction when a tyre sinks in mud or snow, and also extrude trapped mud or snow at the sides. These are features borrowed from the agricultural tyre. They also avoid, in normal running, the difficulty of too much solid rubber at the sides of the tread, which might make the tyre heavy, and in some conditions, overheat,

The slicings and stop notches, pioneered abroad and now general here, are borrowed from the normal road and sports tyres, and they are extremely effective on hard roads, covered with slimy films. Two firms, Firestone and Goodyear, fill the treads with multiple pinholes, giving a slightly roughened surface of rubber, without weakening the tread, and these are effective, too. Anything that adds an extra edge, or enables car-weight pressure to cause an escape of a watery film into the tread for the moment, does help.

Nothing made of rubber is much good with slippery ice, the quality of balance and handling of the actual car being, therefore, very important. The agile boy, doing show-off turns on an ice slide, and the clumsy stout party treading on a banana skin, are in two very different cituations

Slicings, stop notches, pinholes and so on, do seem to help on ice. But there is nothing so good as some kind of steel. which will scratch or bruise ice. There is an Italian tyre with something like bicycle chains, buried circumferentially in the tread, and proudly advertised as good for "100 kilos an hour on ice.

In their remarkable special tyre, reviewed last week, Pirelli incorporate steel points tipped with hard tungsten carbide in the "winter" bands which can be fitted to the same carcase as an alternative to normal treads. These have been demonstrated on an Italian ice rink.

For a long time, the re-treading firm of Tyresoles have had their Wyresoles. In these, coils of steel wire are moulded into the surface of the treads, and after a little rubber has worn off, one side of the coils wears away, leaving the effect of multiple cats-claws in the tread.

Chains are extremely effective on ice, and also on snow and mud. They cannot be used for long mileages, of course, and hardly for high speeds. Those of Parsons seem to have a very high specification, the chains being coppered to make them rustresistant, and having bars welded on, to take the wear off the actual links. There are complete-ladder chains and grips. It is possible to climb and descend quite steep icy hills with chains; they bruise, scratch and shatter the ice.

In some circumstances of adverse going, the surface is not bad, but soft, and the car (especially if parked) sinks beneath its own weight. Sand can be like that, and a special sand tyre may be large, squashy and plain-treaded-adopting the principle of a camel's foot. All tyres, when judiciously deflated, present an area of footprint on the ground which may have twice as many square inches as the normal footprint. As a rough rule, 2/3 normal recom-



Winter bands and steel spikelets going on an interchangeable-tread Pirelli

mended pressure may be used in emergency; but normal pressures must be restored before spirited cornering and braking on hard roads is resumed.

It is reasonably claimed for tyres with specially woven steel cords, such as Michelin X and Dunlop Duraband, that their grip on treacherous roads is better. This is because of their stability, their refusal to tilt or otherwise distort. In addition, the footprint is longer and more even; the phenomenon has been compared with the track-laying action of a tank. They usually run at lower recommended pressures, also. The longer footprint undoubtedly does provide extra traction in very wintery or rural conditions.

John Bull make rubber grips which can be quickly attached to a tyre. These are quite deep in section; they give a pretty bumpy ride on a hard road, but in mud they provide a family car tyre with the

cleats of a tractor.

At one time, the passing of rope repeatedly through the wheels and round the tyres made an excellent emergency grip. Modern wheels, in general, do not allow the passage of rope, but some do. It is worth keeping in mind for emergency.

Nobody in this country makes a circumferential band of rough rubber tread which might, in the manner of a set of chains, be clamped round a normal tyre, which seems a pity. It has been left to Pirelli to evolve something of the kind.



Michelin Algrip, with overlapping and silent studs; India Super Multigrip and Winter-interlocking L shapes in one, overlapping studs in the other; Pirelli D.P., with long slicings in the blocks; and U.S. Royal Traction Grip, with little V slicings not reaching the edges of the blocks



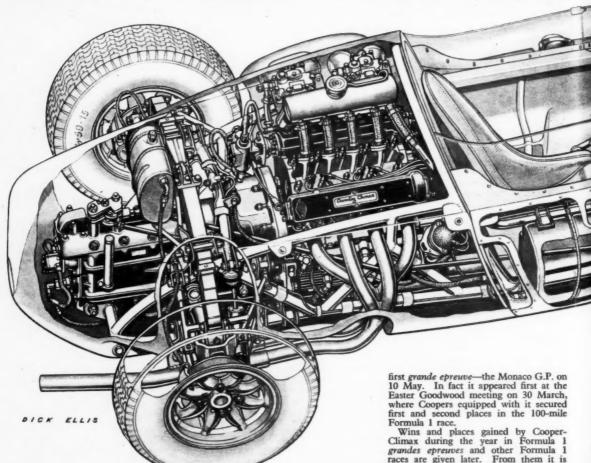








## 1959—CLIMAX FOR COOPERS



OR the second year in succession the World Championship for Constructors of Formula 1 Grand Prix cars has come to Britain. This season Cooper-Climax, taking over from the point where the Vanwall left off last year, has secured this honour—one thoroughly deserved.

Before the season began we were of the opinion that Coopers were the most likely marque, in the absence of the Vanwall, to

uphold British prestige in this premier class of racing. These rear-engined cars in the past have been handicapped by having engines of less than the permitted limit of 2,500 c.c., although during 1958 the 2.2-litre Coventry Climax engines in very limited numbers had been available. A very great deal depended, therefore, on whether the full size Climax engine of 2,462 c.c. would be ready in time for the

Wins and places gained by Cooper-Climax during the year in Formula 1 grandes epreuves and other Formula 1 races are given later. From them it is deduced that, based on the best of five races in the championship series, Coopers gained 38 points compared with Ferraris, who were next best with 28 points. Though one more event has yet to be run—the United States Grand Prix at Sebring on 12 December—the result of this race cannot influence the placings as they now

Full credit must go, of course, to John and Charles Cooper, for the design, construction and development of their cars, and to Coventry Climax for the engine, in particular to L. P. Lee, their chairman and managing director, who gave enthusiastic support to Walter Hassan and his engineers for the development of the twin-camshaft FPF unit to its present level of power output and reliability. Also it should be remembered that two of the wins and a number of places were secured by the privately entered cars of the Rob Walker stable. These cars were, of course, virtually the same as the works machines, with one important exception, namely, the gear box, and this proved to be a deciding factor in a number of races



Jack Brabham, works team captain and currently leading the driver's World Championship, has two grandes épreuves victories to his credit this season. Here he is winning the International Trophy race at Silverstone in May



John Cooper shows Mr. Macmillan the Formula I car at Earls Court; his father, Charles Cooper, is on the extreme left

in the series, as will be discussed more

On purely theoretical considerations before the season began it seemed unlikely that Coopers would have this convincing superiority, for even with the full 2½-litre engine, maximum power (236 b.h.p. at 6,750 r.p.m.) was well below that claimed by Ferrari for the vee-6 engine of their Formula 1 car (290 b.h.p. at 8,300 r.p.m.). Ferrari, too, had a particularly strong team of drivers, and the long experience in Grand Prix racing which counts for so much. Their cars were, however, heavier than the Coopers, this fact alone became the crux of the matter, in so far as lap times on most circuits were concerned. The Coopers are, in fact, a direct development of the successful Formula 2 cars which in proto-type form in 1956 weighed approximately 6.25 cwt dry. This season's Formula 1 cars were heavier than this because of the larger engine, certain chassis and transmission modifications, larger fuel tanks and so on, but even with oil, water and 12 gallons of fuel, the weight did not exceed 9 cwt, compared with approximately 14 cwt for the Ferrari in startingline trim.

This has a number of implications. First, on all but the very fastest circuits Coopers were endowed with greater agility, as measured by superior low and medium speed acceleration and better braking. Secondly, tyre wear was kept down (a deciding factor in the Italian Grand Prix at Monza) and lastly, being lighter, the car consumed less fuel and, therefore, not so much had to be carried. This weight advantage would be of no avail



#### COOPER CLIMAX SUCCESSES IN 1959 WORLD CHAMPIONSHIP FORMULA I EVENTS

Monaco G.P	***	***	***	10 May	I, J. Brabham; 3, M. Trintignant; 5, B. McLaren
Dutch G.P				31 May	2, J. Brabham; 3, M. Gregory.
French G.P	***	***	***	5 July	3, J. Brabham; 5, B. McLaren.
British G.P	***	***	***	18 July	I, J. Brabham; 3, B. McLaren; 5, M. Trintignant.
Portuguese G.P.	***	***	***	24 Aug.	I, S. Moss; 2, M. Gregory; 4, M. Trintig- nant.
Italian G.P	***	***	***	13 Sept.	

#### OTHER INTERNATIONAL FORMULA I RACES

OTHER	NIEKNA	HONAL	PORPIOLA I RACES
Goodwood International	100		I, S. Moss; 2, J. Brabham; 5, M. Gregory; 6, B. McLaren.
O. I		2 May 18 April 26 Sept.	1, J. Brabham; 6, J. Russell. 3, B. McLaren. 1, S. Moss; 2, J. Brabham; 3, C. Bristow; 6, A. Marsh.





Left: Rob Walker's privately entered cars contributed materially to the Cooper success, winning two Grands Prix. Moss is seen with Alf Francis before the start of the Italian G.P., which Moss won. Note the water pipe from header tank to radiator placed externally to reduce cockpit temperature. Right: Two of the works team drivers, Jack Brabham (left) and Bruce McLaren—Masten Gregory was the third—with John Cooper, the chef d'équipe

#### 1959-CLIMAX FOR COOPERS ....

but for the good road-holding which the Cooper undoubtedly possesses, weight distribution problems associated with a having rear-engined layout been thoroughly mastered.

Relationship of maximum power to frontal area being the governing factor in maximum speed, Ferrari, with their 290 b.h.p. plus and a low, compact body for the Type 256, were clearly superior in this respect. This was borne out by the results of the German G.P. on the unatural autobahn circuit at Avus, and at Rheims in the French G.P. At Rheims, however, the discrepancy in lap times was small and, but for cockpit overheating, the Coopers might well have pressed the Ferraris more closely.

This leads to the next important re-quirement in a grand prix car—low frontal area. With sufficient ingenuity this can be achieved when the engine is placed at the front of the car, the rear-engine layout obviously being much simpler in this respect because of the absence of a propeller shaft. Unless this shaft is placed at one side of the car, it must raise the height of the driving seat and increase projected frontal area. It is possible—as has been done in the past and as currently practised by Ferrari and Lotus—for the transmission line to run diagonally from the property to year thereby bringing the profront to rear, thereby bringing the pro-peller shaft beside the seat, and allowing this to be dropped to the desired position. This arrangement must increase complication and weight, however, since the drive, having reached one side of the car, must be fed back to the final drive unit on the longitudinal centre line. Though the propeller shaft itself is relatively short, nevertheless it imposes a weight penalty which a rear-engined car does not suffer. Also there is an asymmetrical weight distribution resulting in unequal loading at the rear wheels.

Main virtues of a rear-engined configuration are its compactness and sim-plicity, from which follows inherently low weight. With the convincing proof of the success of this arrangement by Cooper, B.R.M. have already built a rear-engined car and Ferrari are reported to be looking seriously into this also—a Formula I Cooper has gone to Maranello for thorough examination. It is thought that at least one other manufacturer may follow suit, and in their latest Formula 2 car, Porsche have a rear-engined design which could be the basis of a car for the forthcoming 1½-litre Grand Prix formula.

Only by placing a rear-mounted engine athwart the frame (as on the last Bugatti G.P. car) could the engine-transmission unit take up less space. Examination of the Cooper design shows that approxi-mately one-third of the wheelbase is occupied by the power unit, the gear box overhanging behind the rear-wheel centres, and the remaining two-thirds plus front overhang is available for strategic placing of driver, fuel and oil tanks and radiators. It is important that the driver should not be positioned too near the nose as, from past experience-notably that of the big vee-16 rear-engined Auto Unions of a pre-war formula—this tends to make high-speed control more difficult.

Normally with a front-engined racing car the driving seat is immediately ahead of the rear wheels, in a position where the driver most quickly notices lateral movement of the rear of the car. That this is important stems from the fact that rear-wheel steering, by the application of power during cornering, is an accepted method, so that sensitiveness to these movements is essential. It follows that the farther forward the driver is from this ideal position, the less indication he has of what the rear of the car is doing, and the less rapid are his reactions likely to be. This fact fixes the sear position for the Cooper as far back as possible, close to the engine, with only the fireproof bulkhead between.

With the greatest single mass-the engine-transmission unit-centred at the rear, the remaining masses should be grouped as far forward as possible in an attempt to equalize front-rear weight distribution, to avoid excessive tail-heaviness, and to raise the polar moment of inertia about a vertical axis through the car. This gives a dumb-bell effect, so that yawing movements happen more slowly at speed

and, therefore, are more easy to control.

A point well forward in the nose is the natural position for the radiators (water and oil) and the oil tank is placed close behind them. Front suspension assem-blies, eteering gear, brake and clutch

#### - SPECIFICATION .

#### ENGINE No. of cylinders Bore and stroke 2,462 c.c. (151 cu in) Overhead, twin camshafts Valve position 236 at 6,750 r.p.m. Max. b.h.p. 206 at 5,000 r.p.m. 204 lb ft at 5,000 r.p.m. Max. b.m.e.p.... Max. corque ... 2 twin-choke Weber, type 58 DCO3 Ceco eccentric vane Carburettors Fuel pump ... Tank capacity... 33 Imp. gallons max. (150 litres) 3 Imp. gallons (13,6 litres) Oil tank capacity mit full flow Cooling system Pump circulation TRANSMISSION Borg and Beck dry 3-plate, 7.5in dia morg arid beck ery 3-piate, r.3in dis Four speeds, dog engagement; right hand lever Top 4,01; 3rd 5.03; 2nd 6.39; 1st 9.06 (with 4.01 final drive ratio) Spiral bevel, ratio 3.44 to 1. Step-up gears provide optional overall ratios of 4.66, 4.32, 4.01, 3.72, 3.45, 3.21 and 2.96 to 1

3.21 and 2.96 to 1

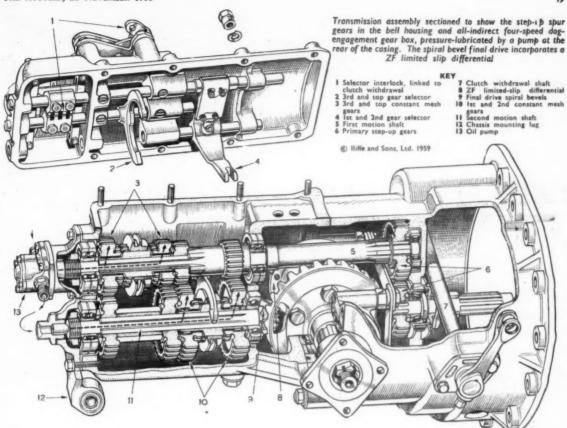
Final drive ...

	IMENSIONS (Manufacturer's figure
Wheelbase	7ft 7in (231 cm)
Track	F, 3ft 10.5in (118 cm); R, 4ft (122 cm)
 Overall length	11ft 6.5in (352 cm)
Overall width	4ft 6.25in (138 cm)
Overall height	2fc 9.5in (85 cm)
Ground clearance	4,5in (11,4 cm)
Weight (with oil,	
water and 12 galls of	
fuel)	9 cwt-1,008 lb (457 Kg)
	PERFORMANCE DATA

Top gear m.p.h. at 1,000 r.p.m. ....
Torque lb ft per cu in engine capacity
Brake surface area swept by pads ...
Weight distribution (with driver, oil
water and tanks half full) ... 20 (4.01 to 1 ratio) F, 44 per cent; R, 56 per cent

CHASSIS

Girling disc. F. 10,25in; R, 9.75in
Wishbones and coil springs, anti-roll bar
Wishbones and transverse leaf spring
Armstrong adjustable telescopic
Cooper cast magnesium alloy, bolt-on
F, 5.00—15in; R, 6.50—15in
Cooper rack and pinion
Sprung three-spoke, 15in dia



master cylinders and their pedals become the next weighty group, immediately to the rear of the oil tank. From here rearwards to the seat, there are no major components which would influence weight distribution—roughly the main masses are arranged at opposite ends of the car.

This leaves only the fuel tanks to be accounted for. These, fabricated from light alloy, have little weight, but filled with fuel they become a considerable though variable mass. There is no question of mounting a fuel tank in the tail as in a conventional front-engined car; if it was placed in the nose, well forward, it would cause considerable change in weight distribution during the course of a race as fuel was consumed, which would affect handling to a marked degree in such a light car.

light car.

The ideal position for the fuel would be coincident with the car's centre of gravity, so that handling would not be affected by the varying amount of fuel in the tank. Something close to this ideal has been arrived at in the Cooper by suspending a pannier tank of 12 gallons capacity at each side. Actually their bias is towards the front, as it has not been possible to encroach on engine compartment space, in order to obtain the required capacity.

Fuel consumption varies between one circuit and another, but on occasions it has been necessary to fit an additional 6.5-gallon tank above the driver's legs and a fourth of 2.5 gallons below the carburettors (33 gallons total), to avoid the need for a refuelling stop.

Though centre-lock hubs and wire wheels have been fitted to the Rob Walker cars, no tyre changes have been required during any race. The usual bolt-on cast

magnesium alloy Cooper wheels, used by the works team and others, are very light and help in keeping unsprung weight to a minimum. An increase in tyre section was made at the beginning of the season which markedly improved road holding, 6.50-15in tyres being fitted at the rear in place of 5.50in and 6.00in sections. At the front, 4.50-15in tyres were replaced by 5.00-15in.

Provision was made on the frames in 1958 for mounting upper wishbones for the rear suspension, and these were fitted during the current season. They have enabled a rear suspension geometry to be achieved that provides the required handling characteristics, roll stiffness resulting from the widely spaced trunnion mounting of the transverse leaf spring being retained. The cars have a slight initial understeer to stabilize them entering a corner, changing to oversteer, controlled by the throttle, as power is applied. Screw thread adjusters at the inner ends of the wishbones enable small variations to be made. Camber angles are normally set at 1 deg negative rear and 0.5 deg positive front.

For 1958 the engine was lowered 2.5in in the frame by incorporating a pair of step-up spur gears between clutch and gear box. This also made alterations of the final drive ratio simpler by the interchanging of appropriately sized pairs of gears. The gear box had always been the Achilles heel of the formula 1 car and, in fact, a completely new design is in hand for next year. This season's works cars, however, had the arrangement as shown in the sectioned drawing above.

shown in the sectioned drawing above.

A constant layshaft type box, it has the engagement dogs for first and second constant mesh gears on the second motion

shaft, to reduce rubbing velocities at the bearings—needle rollers augmented by bronze bushes—and to make gear changing easier. Mild steel, chemically treated bushes are used for the corresponding bearing surfaces for third and top constant mesh gears, bronze bushes previously fitted having given trouble. These bearing surfaces are oil-fed from a Hobourn Eaton pump driven from the first motion shaft, excess oil being circulated through a small tank above the box for cooling, the overflow returning to a filter below the box, from which the pump draws its supply.

Ball races are used throughout the box, end thrust from the pinion, integral with the second motion shaft, being taken by a double thrust race at the rear.

For his cars, Walker had commissioned Sig. Collotti to design a five-speed gear box. This, however, gave continual trouble through the season and robbed the team of at least two major wins. It was not until near the end that it was discovered that the gears had not been machined in accordance with Collotti's drawings, the re-machining being done in time for the Italian G.P. in September.

There was no works team for formula 2 events but Rob Walker's Coopers using the Borgward engine, and other privately entered Climax- or Borgward-engined cars, won virtually every major formula 2 race, and Coopers were easily champions in this category also. Cooper Monaco sports-racing cars, too, with Climax or Maserati engines, had a number of wins at home and abroad.

A further article, on the development of the Coventry Climax formula 1 engine, will appear shortly.

D. M P.



#### **Drive-in Post Office**

FOLLOWING the comparatively recent introduction of drive-in banks, a drive-in post office is to be opened on 11 December in Leicester. Motorists will be able to post letters and parcels, buy stamps and postal orders, or collect pensions and allowances, without leaving the driving seat. It is being built in the central archway near the new Wharf Street branch post office.

#### Sense about the Motorway

MR. R. GRESHAM COOKE, M.P., speaking to members of the Riley Motor Club at the House of Commons, countered the many misleading and often grossly inaccurate statements which have been said and written about the London-Birmingham Motorway. "A staggering amount of nonsense has been said about the M1 since it was opened," he said. "I am convinced it will prove to be one of the safest highways in the world, and we should give it a chance to prove its capabilities.

"On the parallel length of the old trunk road from St. Albans to Dunchurch there were 44 deaths in 648 accidents last year," he added. "In my opinion equivalent figures for M1 in the coming year will be much less. We must remember that this new highway has been opened in one of the worst months of the year as regards

accidents.



ABOVE: LAST WEEK a new street-lighting installation was turned on in Kempston, Bedford-shire. The columns are made of aluminium alloy and will bend if struck by a vehicle (left)

### Next Week

★ Full report of the R.A.C. Rally ★ Traffic noise—can it be controlled?

★ Driving habits in the United States

★ Road Test—Sunbeam Rapier IIIA convertible

\* Automatic transmissions —

★ All the regular features, including Technical Topics, Sport, Accessory Reviews and Troubletracing.

"A motorway feature is that many former causes of road accidents are excluded by the design. There are no junctions, and head-on collisions should occur only through freak causes. The great thing is that no pedestrians, including children or cyclists, will be killed on this route."

Our own opinion, after many journeys on the MI, is that the standard of driving is far better than we would have dared to hope for, and that examples of careless lane-changing or overtaking are very rare indeed. Naturally with the high news value of the great road much has been made of all incidents occurring on it, regardless of the overall impression which they created. Perhaps now that the novelty has gone, comment on MI will be more balanced and rational.

Much unfavourable publicity has also been given to "surface failure on the Motorway." We have driven over it, and in fact it amounts to no more than a slight dip—noticed at speed on the suspension—at one point on the slow lane of the surbhaud corrieography.

southbound carriageway.

Discussions are being held about the possibility of a large car park to be built near one of the southern terminals, and of a fast electric train service to link the terminal with the centre of London.

#### Alloy Street Lamps

AT a small ceremony held in dense fog last week, a new street-lighting installation was switched on in Kempston, Bedfordshire. The old gas and other lamps all over the town have been replaced by fluorescent lamps of modern design.

An important feature of the installation is that the new lamp columns are made of triangular-section light alloy, and are calculated to be adequately strong yet sufficiently resilient to bend, causing a minimum of damage to vehicles which collide with them by accident.

Damaged columns were inspected which in demonstrations had been struck repeatedly by a farm vehicle. After collision it was shown that the column could be straightened and continue in service as a temporary measure, for replacement later. The new street lamps were manufactured by the A.E.I. Lamp and Lighting Co., Ltd., of London, who comment that the overall cost of the installation was cheaper than with more conventional designs.

#### **Christmas Parking in London**

MR. MARPLES' "pink zone" noparking area for the Christmas shopping period in London is bounded by Marylebone and Euston Roads (north), Edgware Road and Park Lane (west), The Mall and the Strand (south), and Woburn Place and Kingsway on the east. The ban comes into force on Monday, 30 November. Temporary car parks for 6,000 cars are to be set up in the fringe area. Mr. Marples is to make a further announcement about the parking ban next week. In the meantime, we presume that parking at meters and in official sites is going to be permitted, if only for those who reside in the area and may not park in the square where they live.

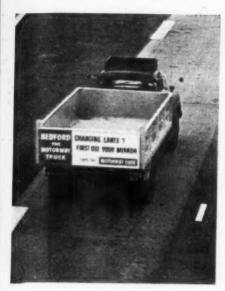
#### Four-berth Airborne

A NEW design has been adoptd for the caravan conversion made by Airborne Service Equipment, Ltd., Arterial Road, Leigh-on-Sea, Essex, on the Thames 10/12 or 15cwt vans. The chief improvement is that the caravan is now arranged to sleep four, with two single beds and one double. The rigid division between the driving and accommodation compartments has been discontinued, and the table is now arranged to attach to the rear of the engine cover. There are now four forward-facing seats (previously two) which combine to make the individual front beds. Prices have been increased from £835 to £858 10s for the 10/12cwt van, and from £845 to £868 10s for the 15cwt. There are reductions of £96 if the caravan is specified without the elevating roof, and of £12 10s for a van finished only in primer.

#### Diaries for 1960

COPIES of *The Autocar* diary for 1960 are now available from booksellers or direct from Trade Counter, Dorset House, Stamford Street, London, S.E.l. In addition to the usual diary pages with a week to an opening, *The Autocar* Motorist's Diary has 80 pages of reference material. There are tables for petrol consumption checks, trouble-shooting charts, and a glossary of commonly used terms. The diary costs 4s 6d (rexine) or 6s 3d (leather); postage 4d.

At the same price, giving a similar mass of important reference data covering their respective fields, are the diaries of our associated journals, The Motor Cycle, Amateur Photographer, and Wireless World. The Yachting World diary is also available, priced at 6s 3d (waterproof leathercloth) or 9s 9d (real morocco).



A SERIES of posters reminding drivers of the Motorway Code is displayed on the tail-boards of a fleet of Bedford Iorries using the London-Birmingham Motorway. This one reads: "Changing Lanes? First Use Your Mirror"

#### In Brief

Ford of Dagenham have acquired from Hawker Aircraft, Ltd., the former aircraft factory at Sutton Lane, Langley. A large part of the factory has been rented by Ford Parts Division since 1948, and has been used for engine reconditioning and parts manufacture. The purchase adds a further seven acres of floor space for development.

In the Argentine the Ministry of Trade has accepted a request from the Goliath Company of Bremen, Germany, for permission to build a car manufacturing plant there.

The 300,000th Opel Kapitan has left the production line in Russelsheim, West Germany; 58.5 per cent of them were exported.

Draft orders for the Medway Motorway, which will replace part of the A2 road from London to Dover, have been published. Construction will not start until the beginning of 1961, and the Motorway is scheduled for completion by the end of 1962.

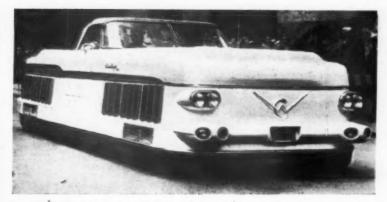
A new A.A. mobile office has been stationed in Corporation Street, Coventry. It provides full Association facilities, and is linked by radio with all headquarters and the Motorway office.

The president of the association of car importers in Peru has stated that despite the abolition of restrictions, car imports there are not expected to increase. It appears that only a third of the previous quota for vehicle imports was taken up, chiefly because of the prohibitive customs duties on cars.

In Germany (excluding the Saar) there are 217,350 miles of road, according to a recent Tourist Office announcement. These include 136,620 miles built and maintained by cities.

Closed-circuit television has been installed by Humphreys, Ltd., of Knightsbridge, at West Drayton, Middlesex, where they are widening the road. It enables the policeman controlling traffic to have a clear view of the traffic situation out of direct sight.

The duty on imported cars in Denmark is to be cut by one-fifth from 1 July next year. The relaxation applies only to cars from countries within the "outer seven" trade group, which includes Great Britain.



DEMONSTRATIONS of the Curtiss-Wright air-car were held recently in New York's Rockefeller Plaza. It hovers six to 12 inches from the ground and has a maximum speed of 60 m.p.h.

#### Special Issues

THIS week's issue of our associated journal *The Motor Cycle* will be the second of two enlarged Armchair Show numbers. It concentrates on all motor cycles over 250 c.c., sidecars and three-wheelers on the British market, including a complete buyers' guide, specifications and prices. It is now on sale from all newsagents at the usual price of 9d. Another special issue is published today—the Commercial Aircraft of the World number of *Flight*. It contains complete specifications, history and new or second-hand prices of some 150 transport aircraft. The price is unchanged at 1s 6d.

#### Travel on Credit

FREEDOM of travel abroad without unnecessary formality or resort to the currency allocation is made easier by a new Cook's service under which individual bills for sea or air tickets, hotel, car hire, or any other travel service may be sent back to the U.K. for payment in sterling by the individual's firm. A "Letter of Authority" for this purpose is provided free by Thos. Cook and Son, Ltd., Berkeley Street, London, W.1, to all their account customers.

#### Vehicle Tests Draw Nearer

A NOTHER of the interminable number of steps has been taken towards introduction of the compulsory tests for vehicles over ten years old, and the Minister, Mr. Marples, has stated that the actual testing is to start in February. Initially, it will be on a voluntary basis, and "within a reasonable time" a date will be named by which vehicles over the age limit may not be used without a test certificate.

Perhaps it is because few people believe that compulsory vehicle testing in its proposed form will serve any useful purpose—and even fewer still that it is necessary at all—that this part of the 1956 legislation is taking so long to implement.

#### TV Talk Illustrated

IN a B.B.C. television programme, George Ferguson, former Cadillac designer and now a teacher of car design in America, said that he felt the cars of the near future would show more interest in the form, less chromium, better proportion and better taste. This talk was illustrated by photographs supplied by The Autocar.

#### WESTMINSTER COMMENTARY

Purchase Tax. Although the Budget is five months ahead, the Chancellor of the Exchequer is already being chivvied about purchase tax. Mr. Nabarro, urging him to reduce purchase tax on cars as soon as possible to assist British exports, pointed out that the number of new registrations in the past 3½ years in Germany and France had each exceeded those in the U.K. The Chancellor replied that he was well aware of the bearing of large-scale production by the industry on its ability to compete in export markets, and added: "This is one of the considerations which I have to keep in mind in considering the level of purchase tax." Mr. Amory added, however, that he could not give the assurance for which Mr. Nabarro asked.

Private Members' Bills. Three M.P.s

Private Members' Bills. Three M.P.s have introduced Bills with a motoring flavour. Mr. Knox Cunningham should have no difficulty in persuading the House to accept his Road Traffic (Amendment) Bill which would make the Northern Ireland driving licence acceptable in the rest of the United Kingdom. It seems a logical move because the Ulster driving test is now the same as ours. Vice-Admiral Hughes Hallett wants to limit

the granting of a driving licence for machines over 250 c.c. to those who are over 17 years of age and who have had a year's experience in riding less powerful motor cycles. He would allow mopeds to be ridden at 15. His idea is that youngsters from 15 to 16 could have experience on mopeds, switching to bantams before taking a test for more powerful machines.

A less practical proposition is Mr. Speir's Noise Abatement Bill. Noisy vehicles are not his only targets. It is unlikely that Mr. Speir will find the Government wholly sympathetic towards this part of his Bill. The Ministry of Transport prefer voluntary action to compulsion, and they are satisfied that they have the willing co-operation of manufacturers in producing vehicles with an acceptable standard of noise. In any case, new standards of noise are now being tested. On the enforcement point, the law is adequate, and there is plenty of evidence that it is being applied. In the Metropolitan police district alone, in the year ended 3 August, there were 365 prosecutions for using vehicles with defective silencing, or in such a way as to cause excessive noise.

# Anti-Skid School

As a result of three weeks'-enforced idleness on an ice-bound airfield, jet fighter pilot Robbie Slotemaker, of the Royal Dutch Air Force, spent many happy hours revolving in his car on the slippery runways. He made one or two interesting discoveries about skidding, and when he left the air force, he started his now famous Anti-Skid School beside the Zandvoort racing circuit in Holland. In the course of the last two years, over 800 students have passed through this school, among them many names famous in rallies and racing.

An Anti-Skid School has now been

An Anti-Skid School has now been opened in Great Britain near Hinckley, Leicestershire, and although at the moment only a pilot scheme is in operation to test popular reaction and demand, plans are ready for opening centres in different parts of the country as required. The course is intended for drivers who have passed their official test and, naturally, it would not completely fill the oftenadyocated need to give skid-pan experi-

ence to all motorists.

Its aims are to give motorists a greater feeling of security and an added ability to deal with the crises that can occur so easily on the roads; it is hoped also that the course will improve the reactions of the student. There is no intention of teaching people how to skid but, realizing that, however good a driver is, sooner or later in his motoring life he is going to find himself in a skid, the aim is to show and teach that a skid, when it occurs, is controllable.

There is an all-too-popular impression that once a car is skidding, the driver might as well sit back and leave his fate to the gods. The school intends to counter this by demonstrating the causes of skidding and how to avoid them, as well as to correct them. No test is taken

Robbie Slotemaker, originator of anti-skid schools, demonstrates his techniques and theories with the aid of model racing cars

at the end of the course, and the pupil will receive no medal, badge or certificate. In fact, in the words of Captain Mackenzie, the Chief Instructor, "at the end of the course the only thing that the pupil will have received is the satisfaction of knowing that he is a more competent driver than previously.

"He should not, however, go away feeling that he knows all the answers; he is a better driver, not than the man next door or

the woman in the car in front but merely better than before. If we simply manage to save the life of one small child who runs blindly into the road, what we have taught is of value."

Last week, during the first official open week for the pilot scheme, demonstrations of the methods and techniques of the school were given. Chief demonstrator was Robbie Slotemaker, who is over here to help train instructors and to get antiskid schools in this country under way. A course takes one day, from 9 a.m. to 5 p.m., and one instructor has charge of two pupils.

Most of the day is spent on the skidpan which, unlike the normal circular type, is laid out like a stretch of the highway. After an initial discussion of principles, the pupil is taken on the skid-pan to try his hand at certain manœuvres. A crate of champagne is offered as a reward to anyone who can complete the first exercise correctly at the first attempt; no one has yet succeeded, though some very well-known drivers have tried.

Cars used belong to the school, and their characteristics are such as to give no assistance to the pupil in his efforts to correct skids. In order to simulate high speed effects, the instructor has a brake pedal which operates on the rear wheels only; it is claimed that at 30 m.p.h. this pedal can be used to give a sensation equivalent to an 80 m.p.h. skid. Initially the greatest difficulty is to stop the student "panic freezing" on the controls—normally the brake pedal—but once this is achieved half the battle is won Different exercises taught during the day correspond with situations which might be met on the roads, and the art of stopping on a very slippery surface also is shown.

At the end of the day, the student, if he wishes, may take his own car on the skidpan, and most students find that in their own cars all the exercises are very much easier. In order to prevent any tendency to treat the school as an entertainment only those who are taking the full course will be allowed near the skid-pan, although after completion of the course they may return for practice sessions under supervision.

Basic techniques taught at the school vary widely from the normally-accepted methods; we hope to be able to publish the theory behind them in the near future. It is interesting that the conclusions arrived at empirically by Slotemaker have also been obtained theoretically by an entirely independent and disinterested scientific body. Although at the moment the school cannot deal with many applicants due to limited facilities, anyone who is interested should apply to the Chief Instructor, Anti-Skid Schools; Ltd., Wolvey, Hinckley, Leicestershire. The pricefor a full-day course during the week is £7 7s.



Looking down on skid row; a specially prepared strip of watered bitumen, 180ft long and 24ft wide, is the scene of the students' training



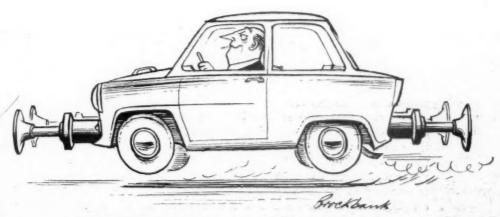
### Technical Developments in the Motor Industry No.1-



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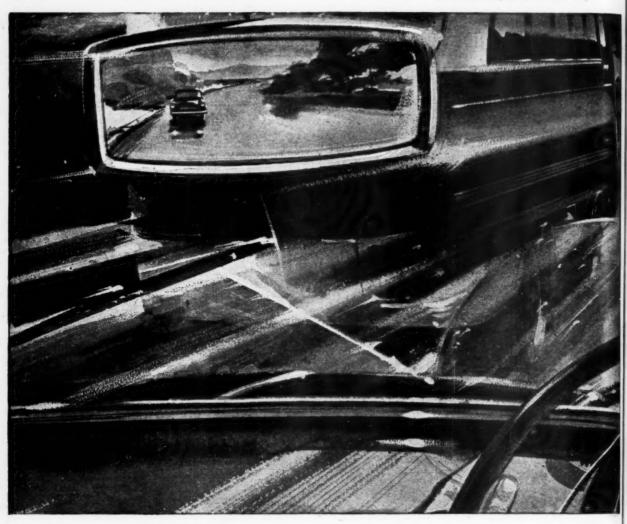


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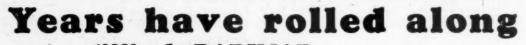
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Several years ago there came to Barimar a discing press body, weighing about seven-and-a-half tons, and measuring 14ft, by 4ft, by 4ft. The press was being used for pressing out the think rim at the base of metal cases or canisters.

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A section of the Kelvin Hall display

## Scottish Motor Trade Show

FINE DISPLAY BY NORTHERN DEALERS AT KELVIN HALL

RGANIZED by the Scottish Motor Trade Association, the 42nd at Kelvin Hall, Glasgow, by Lord Selkirk, First Lord of the Admiralty, last Friday. As usual, commercial vehicles are included and, like the cars, are exhibited by dealer members of the S.M.T.A. The Daimler Company and Humber have their own stands as the two firms are founder members of the Association.

Considering the traditional engineering skill to be found in Scotland it is a pity, as Lord Selkirk remarked in his opening speech, that the country does not have closer connections with the manufacturing side of the industry. Albion, builders of commercial vehicles, is the only firm north of the Border to produce motor vehicles of any kind, but it is possible that car body building will start in Scotland next year.

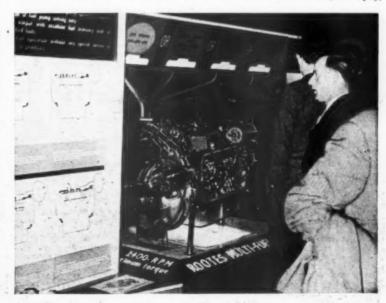
of the Border to produce motor vehicles of any kind, but it is possible that car body building will start in Scotland next year.

The Pressed Steel Company, which has a factory at Paisley, in Renfrewshire, making railway freight vehicles, agricultural implements and tractor parts, is to produce bodies for Swedish Volvos which are to be assembled in the U.K. Body pressings will be dispatched to a Birmingham manufacturer who will install the engines and transmissions, trim the bodies and complete the cars.

Mr. J. A. Keyden, a director of Pressed Steel in Scotland, is quoted as saying that at first it is hoped to start in a small way, employing several hundred men. Until the steel strip mill at Ravenscraig is fully working, material for the body shells will come from the south. In view of the need for fuller employment in some areas, this could help both Scotland and the motor industry.

Several improvements have been made at Kelvin Hall this year. In the past many

of the exhibits were identical. Now there has been some pre-show co-ordination so that visitors were able to compare de luxe with standard specifications, saloons with convertibles, and alternative colour schemes, on neighbouring stands. Decorative banners hide the roof structure, giving a more cheerful air to the hall; it is a pity,



Technical topic of interest: the Rootes multifuel diesel engine. It is denied that Scotch whisky proved too potent for it





New to Kelvin Hall-the Aston Martin DB4 (left) on Callanders' stand, and the Auto Union 1000 (right)

#### Scottish Show . . .

nowever, that apparently nothing can be done about the draughts.

As well as the exhibits in the hall, visitors can see a show of veteran and vintage cars in the city's art gallery and museum, organized by the Glasgow Corporation. Included are a 1900 single-cylinder Argyll, a 1904 Vauxhall and a French Super fitted with an Anzani engine and belt transmission. In addition to the cars a collection of approximately three hundred books dealing with all aspects of motoring is displayed by the City Librarian.

A special exhibit in Kelvin Hall is the

A special exhibit in Kelvin Hall is the Le Mans winning Aston Martin, displayed on an inclined plinth which gives a better view of the car than was had at Earls Court. It is unfortunate that John Cooper was not able to have the Brabham Grand Prix car on show, but Sebring preparations ruled this out. One worried man at Kelvin Hall was a representative of an old established Coventry firm, whose show demonstrator had not been seen since it left the factory on Thursday with three members of the staff on board. It was thought to have been stranded in a blizzard that swept across Shap that night.

An advantage of the Scottish Show is the ability to place an order for the chosen car, there and then, with one's own local dealer.

Fords are displayed to advantage around the hall. James M. Inglis of Edinburgh include a new Anglia engine, transmission and suspension unit, among their cars, while the Ford magic carpet, complete with yellow Anglia and pilot from the Arabian Nights, has flown in from Earls Court and touched down between the stands of George and Jobling (Glasgow), Ltd., and J. M. Millar, Ltd., of Falkirk. At the opposite end of the price scale,

At the opposite end of the price scale, and in an eye-catching position near the entrance, is a superlative blue and white Bentley shown by Rossleighs. It is a standard saloon, and the luxurious interior has off-white leather trim. Rolls-Royce and Bentley are also displayed by the Clyde Automobile Company, of Glasgow, who have a Park Ward Phantom V limousine and an S2 Bentley with dark blue convertible coachwork. These cars tend to dwarf the Singer Gazelle saloon on the same stand, but the combination of this with either would make a very desirable two-car fleet.

In the same line of thought, a Triumph Herald coupé in the exhibit of Robert Gibson, of Cathcart, Glasgow, would fit well into any garage with either of the Mark 2 Jaguars which accompany it on the stand. Incidentally, how many Jaguar owners know that the colour scheme of the marque badge varies according to the engine size?

Several Daimler SP250 sports twoseaters are displayed and the manufacturers themselves show the two Majestics— —the six-cylinder 3.8-litre car and the new 4½-litre vee-8 Major.

Much interest is being shown in another quality car on James Gibbon's stand. This Glasgow firm are Rover agents and, in addition to a 3-litre, show 80 and 100 saloons, as well as the engine and front suspension unit of a 3-litre. On their commercial vehicle stand the long wheelbase Land-Rover chassis catches the eye.

Attracting a lot of interest is the Citroen

Attracting a lot of interest is the Citroen Safari estate car; just how comfortable are the two folding seats over and aft of the rear axle remains to be seen. Gordon C. Macandrew show this and other Citroens. Other continentals include a pretty blue and red Renault Floride convertible, shown by H. and D. Cleland, Ltd., Edinburgh; and Porsche and Volkswagen not far away, displayed by Croall and Croall.

The British Motor Corporation is well represented, with fine displays by Hunters Garage, Ltd., Glasgow, and Armour Motors (Glasgow), who have a Healey Sprite as well as other Longbridge and Cowley products. Lamb's, of Dundee, also show a Sprite, and there is an attractive red and black Austin A.99 in the exhibit of Valentine's of Perth. Another Dundee firm, Saint Roque's Automobile Co., have a Morris Oxford, a One-Point-Five Riley and a Wolseley 6/99. Morris Mini-Minors, ideal for the narrow winding roads up here, can be seen on Croall, Bryson's stand amongst others.

S.M.T. Sales and Service, Edinburgh, have a good selection of Vauxhalls including a Velox Friary estate car; this type of dual-purpose body has many advantages in farming country. James Tweedie, of Ayr, are also Vauxhall dealers and show both Cresta and Victor saloons. That rare but fine car, the Bristol, is seen with a brace of Armstrong Siddeleys on stand 76, arranged by Taggarts (Glasgow), Ltd.

Surrounding the car and truck exhibits are the accessory manufacturers, as Kelvin Hall, unlike Earls Court, has no gallery. All the well-known names are here, and tyres, lamps, seat covers and tools of all kinds from hydraulic hoists to screwdrivers can be seen.

This, then, is Kelvin Hall, 1959. There is a suggestion that it could become an annual show. For the large Glasgow and Edinburgh firms this may not be too difficult financially, but smaller concerns from the county burghs think that once every two years is sufficient. With the prospects of the industry booming, they may come round to accepting the principle of an annual show.

At the Show Banquet, Lord Selkirk criticized manufacturers on the grounds of lack of seating room in cars. Although, he said, he was not out of the ordinary in his physical build, he had found that few driving seats really provided adequate legroom for the driver and even if they did, the back seats were made quite intolerable. He pointed out that this problem had never inconvenienced him in flying a very wide range of aeroplanes.

Another point made by Lork Selkirk was that it is much easier to buy a car than to get one repaired quickly and satisfactorily, and he thought there should be a higher standard of training for mechanics. He added that there would be a great welcome for the first manufacturer to start building cars in Scotland.

Mr. A. J. Cormack, president of the Scottish Motor Trade Association, criticized the activities of petrol companies in opening filling stations in areas already well served, which did not bring any appreciable benefit to motorists but made the sale of petrol uneconomic for the dealer. He said planning committees should stop unnecessary growth of filling stations.

The Association, he said, was not very happy about the compulsory car testing and, as retailers, they did not look forward to it. They were, of course, prepared to carry it out to the best of their ability, and he hoped all members would give it their support.

#### Driving Schools Appeal to Minister

A LETTER has been sent by the Association of Registered Driving Instructors to the Minister of Transport, asking him to set up central examining and registration authorities for driving schools. The Association also appeals for legislation to provide that anyone offering driving tuition in return for fees should be qualified by examination and registered by law.

# THEIR VIEWS COUNT

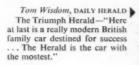




Courtenay Edwards, DAILY MAIL The Triumph Herald—"I liked these things about the new Triumph: sophisticated good looks; parkability; light, positive steering; and business-like brakes."



R. E. C. Jennings, THE MOTOR
"On corners, the Triumph
Herald is particularly pleasing.
... Not only does it offer what
many people want, but it also
possesses in high degree that
elusive quality of charm . . ."





Alan Brinton, NEWS CHRONICLE
"...The Triumph Herald...
has many remarkable features.
...Mr. Dick was determined to
sell a complete car, not a machine
to which items have to be
added and paid for afterwards."





Charles Fothergill, DAILY SKETCH.
The Triumph Herald—"Extremelyslimfrontandrearpillars, high, wide-curved wind-screen and large windows, giving greater visibility."



W. A. McKenzie,
DAILY TELEGRAPH
The Triumph Herald—"I
found the maximum speed of
the saloon a little over 70 m.p.h.
and that of the coupe over 80.

found the maximum speed of the saloon a little over 70 m.p.h. and that of the coupe over 80. Acceleration was vivid in both models, aided by a four-speed gearbox and a short, ready-tohand floor-based lever."





Dudley Noble, FINANCIAL TIMES
"During a recent road trial of
this new Triumph Herald I was
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excellent all-round performance.
... Outstanding on the somewhat rough roads ... was the
suspension."



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TROUBLES

CARS are so complex and intricate that it is not surprising when odd faults develop in their operation, and that problems arise in their service which may be simple or complicated to solve. This series describes some of the peculiar troubles which occur in our garage from week to week, and explains how they were overcome.

NUMBER THREE

TRACING

# Petrol Starvation

ONE problem with obscure mechanical troubles is that it is often difficult for the owner to demonstrate the fault to his service manager. So often an irritating noise or other complaint will not "play" when the owner says "come and listen to this". Such a case concerned obscure petrol starvation in a car.

Even with ample fuel in the tank, the engine would suddenly die from time to time. After much shaking and use of the choke and the hand primer on the fuel pump, the car would revive and run satisfactorily again. A new fuel pump was tried but later the trouble recurred, so the

service manager said: "Next time it happens, wherever you are, ring us up, and we will come out to you".

The owner did this, and the garage towed the car in exactly as it was, and began to investigate. They found that fuel was reaching the petrol pump inlet, but the flow seemed to be restricted. Suspecting a blockage at the tank outlet, the tank was removed, and thoroughly cleaned. While the tank was off it was decided to blow through the fuel line with compressed air from front to rear.

The mystery might have continued if it had not been for a mechanic at the other

end of the garage who cried: "Who did that?" Nursing the side of his face, he claimed that somebody had thrown something at him.

It was found that tiny stones were jammed in the fuel pipe throughout its length, and it was one of these that by chance had been blown out by the compressed air and had hit the mechanic. Probably children had put them into the tank, or they may have got there in dirty petrol during a trip abroad. Clearing the pipe was not easy, and it had to be tapped along its length to break the stones that were jammed in it at various points.

# Advancing?

Part 6: FOG

THE fog that blanketed parts of the country last week, causing serious and costly delays on the roads, served to demonstrate once again that despite road improvements, clever new fog-lamps, and efficient defrosting and demisting systems, the fog has the last word. All these things do no more than help, and the experienced driver, like the novice, is compelled to crawl—though the expert's crawl is probably a little faster, less tense... a little safer.

little faster, less tense . . . a little safer.

"Less tense" is the key to the other two—a philosophical attitude must be adopted. Everyone is going slowly, anyway; if one does bump anything the impact should be a light one; and if someone overtakes he is not necessarily a mad fool but may, perhaps, be able to see a little better—don't curse him, but take advantage of his "fog plough" effect by following at a safe distance.

The main point to remember about fog by day is that to turn on one's/side lamps is useless. They are seen no sooner than the dark "loom" of the car itself, and it is essential to drive on head lamps if any advance warning is to be given of one's approach. If one is compelled to overtake in dense fog, turn everything on—head, fog, long-range lamps, the lot; also, it is well to remember that the traffic ahead may be part-clearing the fog, and giving the impression that it is less dense than it is. This, incidentally, applies even more at night.

If one is caught with no special fog lamps on the car, it may help in daylight to cover the left head lamp with a white handkerchief—or even both lamps. The effect is to provide a subdued light, which gives the advance warning that is not given by side lamps.

We all have our pet tricks for keeping going—running along the cats' eyes, for example, though this can be dangerous if someone is doing the same from the opposite direction; one tends to be mesmerised by the glinting cats' eyes, and to forget to look up—and ahead—for obstructions and oncoming cars. Some of us prefer to creep along the kerb—but this can lead to one's taking unwanted left forks, and left-turns out of roundabouts. In extreme cases it may be best to sit in the passenger's seat—or as nearly as possible in it—and crawl along the verge of the road; in such cases it is well to detail the passengers to keep a sharp look-out ahead, for similarly crawling cars. As a last resort, it may be necessary to get the passenger to walk along the verge, carrying a newspaper, or something white.

Perhaps the most dangerous moment is when one has to make a right-turn, across the path of any oncoming traffic. The only thing to do is make absolutely certain that your presence is known by switching on every light you have—including interior lights, for the benefit of those coming up from astern. Traffic indicators, being usually of an amber colour and therefore making a contrast with other lamps, seem to show up well through fog—so these should be used on the danger side, too. Also, on the same principle as the regulation at sea that demands that a ship, fogbound in Turkish waters, should beat a drum, it is not a bad idea to toot the horn regularly.

Knowledge of the road and the use of every possible distinguishable land-mark are tremendous advantages, but an unknown route, particularly in a built-up area, presents formidable problems and should be avoided if at all possible.

If one is following a car—or motor cycle, whose rider can see farther than most—it is very unkind to keep one's head lamps on, although a following car's fog lamp to his near-side kerb is usually helpful. Head lamps cast a shadow ahead of the car that is serving as guide, and makes things very much harder for him. Finally, if all else fails, and one is compelled to abandon ship and walk home—pull the car well clear of the road and, if it is in a position that could inconvenience pedestrians, or, of course, other cars, leave some lights on.

In the recent fog many people were forced to abandon their cars because the batteries had gone flat. This is due, of course, to the fact that a very heavy load is being imposed on the battery, and because of the car's slow speed the dynamo output is low. In such circumstances it is best to remain in as low a gear as conditions will permit, and keep the engine turning over quickly. The ammeter is the guide.



# Correspondence

WINTER COMES to Derbyshire—a scene on A6 between Buxton and Stockbort

#### Traffic Speeded Up

Praise for Special One-way System. As one who drives into London daily from the west, I should like to compliment the Metropolitan Police on their traffic arrangements during the Motor Show. Far from being inconvenienced by traffic heading for the Show, I found that the one-way system introduced in the Kensington area actually speeded up the journey to my office in Brompton Road by several minutes. Which prompts me to ask: Why can't we have this system operating all the year round instead of just at Motor Show time?

London, S.W.3. H. O. R. DAVY.

#### **Thoughtless Motorists?**

"Camot Be Trusted to Play the Game." The letter from G/Opt. Edwin Shipley (6 November) raises the now familiar problem of the way the time of the police force is wasted and its strength diverted from the control of serious crime, by the thoughtless crivities of motorists who think it is the done thing to ignore or defy the parking and other so-called "petty" regulations. It is futile to suggest that the police should lay off motorists. The unpalatable truth is that there are so many motorists who just cannot be trusted to play the game, and unremitting pressure by the police is needed to prevent them choking the streets into impassability.

Much of the responsibility for this state of affairs must be laid at the door of the motoring organizations and the popular Press who, presumably to retain popularity with their members and readers, undermine the good work of authority by mischievous comment and by a ready sympathy and encouragement for those who oppose the regulations. Cannot The Autocar lead the uphill fight for a more sensible attitude in this matter?

Stoke-on-Trent, Solicitor.

#### If Steering Fails

Results of Experiment. I was interested in the letter "If Steering Fails" (23 October) and I hope the following information may be of interest to readers. During my long experience in the motor trade, on many occasions I have had to deal with steering track rod ball joints coming out of their sockets, and in each case that I can remember, the owner of the car told me this had happened when the car was standing.

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.



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# Correspondence

I well remember the last time when this happened I made I well remember the last time when this happened I made it my business to ascertain what would happen if the car was driven with the drag link unattached at one end. The track rod end was hooked loosely up with a piece of strong string to the front bumper so that it could move sideways, but was quite unattached to the wheel. I was able to drive the car at all speeds, round all corners, right-angled bends and all angles and even drive the car into a garage, without any indication that anything was wrong. I was so surprised that the following morning I took the car on a 20-mile drive, and the car performed perfectly. I came to the conclusion that if the steering fails on a car whilst in motion, the car will continue on a straight course, but cannot possibly be driven in reverse—the most it would move back would be a fraction of an inch before the front wheels immediately turned sideways. I cannot say this would happen on all makes of cars but my experiment was carried out on a 1936 Morris Ten, also a 1939 Morris Ten when only one track rod end came out of the socket.

Sunderland, Durham.

P. Howey.

#### Accident-prone

Insurance Aspect. It is well known that a small number of drivers have a large proportion of the accidents. In one investigation 4 per cent of the drivers were involved in 36 per cent of the accidents. Will your correspondent "Old Established Brokers" (6 November) tell us how they deal with these accident renegters

Hucknall, Nottingham.

A. O. MARTIN.

#### Quality v. Quantity

Pride of Ownership? I, and probably many other veteran private owners, gained the following impressions from a visit to the Motor Show on Saturday 24 October. Despite valiant efforts by police and officials, the Show appearance and public behaviour was deplorable, reminiscent of cup-ties and tube rush-hours, and the majority of visitors were merely destructively curious. an obviously busy day should be restricted to a limited number of purposeful visitors, which would be more valuable to the Motor Industry than maximum entrance takings.

It is very evident that the private motorist is being slowly and deliberately disregarded in favour of export sales, hire fleet owners and firms' staff requirements, all of whom are interested only in a one/two year quality, resulting in a constant trade-in of hard-driven cars which fill the inevitable showrooms for the unsuspecting private buyer. Forgotten in this capitalistic race is the conscientious veteran owner/driver who, both pre- and post-war, helped build the motor industry to what it is to-day, and who for his hard-earned money wants to buy a car to last at least five to 10 years, if only to avoid constant banker's orders.

This lack of quality, plus constant change round of vehicles, is a contributing factor to the general laziness and disregard by drivers of their car's condition. I would like to see a Concours drivers of their car's condition. I would like to see a Concours d'Elegance Club formed, in an effort to promote a wider degree of ownership pride, and simultaneously enhancing the Safer Motoring Campaign by virtue of perfectly maintained cars—are any other readers so interested? I may be old-fashioned, but, like many more, I am proud of my 4½-years-old quality car, also the fact that I own it, and no amount of sales persuasion will tempt me into the Red for one of these foreign-cribbed, cheaply faither that the same properties of diffuse. finished, flamboyant and characterless oddities.

West Drayton, Middlesex.

"ZEPHYR"

#### The Exception?

Performance of a Riley Kestrel. Being a worshipper at the Riley shrine, so to speak, I appreciate that the article by Gordon Horner (9 October) was essentially a discourse on the attributes of the pre-war Riley as compared with modern tin-ware, but since I have never owned, nor am ever likely to own, a brandnew product (although I've ridden in and driven quite a few), I must content myself with remarks concerning my interest in salvaging and reconditioning other people's left-offs for my own use. This process I have lavished on three Rileys since 1939, and I'll wager that, as a result, I've had more enjoyable motoring in 120,000 miles for far less money than most people who, by one means or another, manage to run a new car.

Mr. Horner's story gives some interesting data about the various Riley models, but I feel that I must disagree with some

of his remarks about performance. My own Kestrel Sprite will reach 30 m.p.h. from a standing start quicker than 8 out of 10 modern cars of the same capacity and, given room, will go on accelerating freely through the gears to nearly 85 m.p.h., which is more than most cars of 1½ litres will do, and still feel safe. One of the reasons for the latter is the relatively hard suspension. Travel at between 25-35 m.p.h. in my Riley and you can

feel every bump in the road, but put the speed up to anything above 50 m.p.h. and you float on air, and the steering is as firm and precise as one could wish. Rileys are essentially fast cars, and although they drag around a lot of weight, the engines have guts enough to take it.

From what I read and hear of other people's experiences with new cars, it seems to me that they (the cars) are made up of parts which are, first of all, individually and subsequently en masse, tested to predetermined limits of endurance, and that those limits are just enough for everyday use, whereas I believe that in the days of coach-building, a car was constructed to a specification far in excess of normal requirement, thus leaving plenty of scope for experiment in the way of successful tuning. To sum up, I think if I could afford one I would buy a new car to please the family, but whenever I felt like driving, I'd be out in my

Sanderstead, Surrey.

L. W. ARTHUR

#### Ascent of M1

Dealing with Fog Menace. You give (6 November) a host of most needed and practical hints on how to use the MI, but what about driving in dense fog on a fast road with perhaps new and hitherto unknown risks? Take the disastrous pile-ups on the very morning your article appeared. They could probably have been avoided, had proper care been taken. The rule "Drive only as fast as you can see" should be common sense, and a broken-down vehicle standing in a supposedly free road would not become the cause of a crash. However, there is another precaution that can be taken, and which I believe is already a law in some countries on the Continent. Every driver using a fast motorway is bound to mark the road behind the vehicle in the case of a breakdown as quickly as possible. At night the markers would, of course, be flares. The rule is "First

Perhaps a similar provision might be introduced here. not always possible to move a vehicle off the road quickly and easily, so this might greatly help, especially at night and in fog. towards reducing accidents on Motorways like the M1.

Barry, Glamorgan, I. D. ROST.

Metal Screen or Shrubs? I note that the consulting engineer, Sir Owen Williams, has said that eventually metal screens will be built along the centre verge of M1 to prevent dazzle at night. It would be interesting to know whether consideration has been given to the planting of suitable shrub screens. In the event Metal Screen or Shrubs? of an accident involving a vehicle going on to the central verge, a screen of shrubs would surely cause less harm to persons and vehicle than a metal screen, though perhaps the latter would prevent the vehicle going right across on to the opposing carriage-

If I remember correctly there is such a shrub screen on the Oxford to Henley road.

Timperley, Cheshire. ROY WAYMONT.

No Room for Rabbits? Among other things, animals are pro-hibited on the new London-Birmingham Motorway, and yet I notice from your feature "Is your driving advancing?" No. 5, that rabbits are already disregarding this rule. I look forward to the day when I see a member of the Motorway Police attempting to apprehend one of these creatures for such a breach of the rules. Perhaps the more enterprising car manufacturers will offer a chromium-plated "twelve bore" as an optional

Sevenoaks, Kent.

M. A. J. MITCHELL.

Lane One, Two or Three? I have read with interest the articles in The Autocar about the London-Birmingham Motorway, M1. I would like to raise a point about lane discipline that is not very clear to me.

The final section of the first article "Motorway One" (30 October) included "Reminders from the Highway Code." I October) included "Reminders from the Highway Code." I quote from paragraph 3—"... before changing lanes be sure it is safe to do so. Do not wander from lane to lane." My next quote is from "M1—The Great Occasion" (6 November). "... but there were a few disappointing examples of motorists bowling along in the middle lane even with no traffic in sight for them to overtake."

I travelled to London and back along Mt keeping the

# Correspondence

needle on 60 most of the time. I chose the centre lane for the majority of the way, as I felt it was correct; my overtaking of majority of the way, as I felt it was correct; my overtaking of slower vehicles in the left lane was done without hindrance, and faster traffic was able to overtake me in the third lane. If I had kept to the nearside lane, I would have had to keep moving out into the centre lane each time I overtook a vehicle, thereby making the risk of an accident greater and going against my first quote . . . changing lanes. I noticed quite a number of cars, not capable of sustained high speed, overtake in the third lane and then cut across lane two into lane one-quite dangerous when only a short distance ahead they had to pull out into lane two to overtake a slower vehicle in lane one.

Surely cars which can keep a steady 60-75 m.p.h. are far safer to themselves and other users if they keep in the middle lane?
Solihull, Warwickshire.

MICHAEL C. HUGHES. Solihull, Warwickshire.

[There is no fixed ruling as yet on this important point. Our advice is that cars should stay in the middle lane as long as there is traffic immediately ahead to be overtaken. But quite long spells do occur on MI when all three lanes are empty, and it is obviously correct then to close in to the left lane. The ruling factor should be whether there is time—in view of one's speed and the distance to the next vehicle-to check the mirror, signal, and change lane slowly in the correct manner.-ED.]

Corrugate Near-side Verge? After having heard of the fatal Corrugate Near-state Verger After naving neard of the fatal accident on MI, where vehicles collided on the hard shoulder in thick fog, I suggest that some kind of corrugated strip should be laid along the edge of the road, particularly on the boundary of the hard strip and the near-side lane, so that any motorist who drives too near to the hard strip can gain a good idea of his position by the bumping of his wheels on the corrugations. He would know by this means that he should keep slightly to the right to avoid parked vehicles or the near-side kerbs. I believe that this type of system is used on Continental motorways, or was suggested for use on these roads, to prevent drivers from falling asleep at the wheel—the road wheels bumping would wake the driver

Hillingdon, Middlesex.

MARJORIE BUNCE.

#### Registrations Running Out

Letters, Numbers, Letter Seen. Further to letters on new registrations (30 October), I would suggest that a new series has been started. I have seen at least a dozen registrations with two letters, two numbers and one letter, i.e., CR50B. These all have one digit in common—the last letter B; some of these cars have also had GB plates.

St. Albans, Hertfordshire.

P. J. PALMER.

Will "Regular Reader," who wrote enquiring about a road test of a Fiat 2100, please send his name and address so that we may answer.



# **Chromium Plating Progress**

TRIPLE announcement of interest A to motorists was made in London last week—a new British Standard Specification for nickel-chromium plating (The Autocar, 18 September, 9 October); a new, non-destructive means of checknew, non-destructive means of check-ing the thickness of plating; and as scheme, sponsored by the Mond Nickel Company, for the labelling of chromium-plated products which satisfy the three grades of the specification

for severe, moderate or mild service. The Mond labels, heptagonal in shape, will vary in colour, size and wording according to the grade to which the objects are plated; they will be supplied at cost, subject to an appropriate under-taking by the plater or manufacturer. Red labels indicate fitness for most severe conditions—as in car exterior use; blue is for moderate, and green for mild con-ditions of service. The sponsors are ditions of service

prepared to organize the scheme for several years if need be, hoping that it will lead to the formation of an independent, non-commercial organization interested in the maintenance of workmanship.

Main features of the new specification are increased thickness of nickel "undercoat," and more stringent tests of durability of plating, using sulphur dioxide and acetic acid chambers.

The new testing machine, developed the British Non-Ferrous Metals' Research Association and about to go into full production, applies thermo-electric principles to provide accurate and com-pletely non-destructive routine inspection of nickel plating on steel, brass or zinc alloy. Readings can be made as rapidly as one every five seconds if need be, by

# Motorists and Pedestrian Crossings

NCE again the Courts have emphasized the duties of drivers when approaching pedestrian when approaching pedestrian crossings which are uncontrolled by lights or by the police. The average motorist cannot be expected to know all the niceties of the law in relation to the Pedestrian Crossings Regulations of 1954, but appreciation of common-sense rules should be sufficient to help him out of difficulty.

What the motorist is required to do is to give precedence to a foot-passenger on the crossing. There may be no one on the crossing as a driver is approaching it, but when he is almost there, he may suddenly find that someone has started to cross. The pedestrian, of course, is not entitled to act as an autocrat in the matter, and start to cross when a car is almost on the crossing itself. It must largely be a matter of degree and common sense. One cannot give a ruling which will be sufficient to cover every conceivable set of circumstances.

What, then, should be the guiding principles?

1. The driver must drive in such a way that he should be able to deal with any situation that may arise on the crossing when he gets there.

2. He must, therefore, drive at such a speed that if anyone happens to get on the crossing before he reaches it himself,

he is still in a position to stop.

3. If the view of the crossing is obscured, the driver must not, in any circumstances, assume that all is clear, and that no one is on the crossing, not even if the movement of other traffic at the time appears to indicate that all is clear. If he cannot see the whole of the crossing, he must, if necessary, slow down, or at any rate drive at such a speed that he can stop in time, should anyone happen

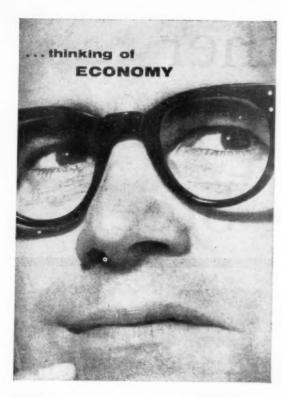
to be on the crossing.
Failure to observe this last principle involved a driver in a charge of an offence under the Regulations. The justices considered that he had no case to answer, but the Divisional Court disagreed, the circumstances being as follows:

The driver was approaching a cross-road, on the far side of which was a pedestrian crossing. On his off side, a lorry was reversing into a side street, and thereby obscuring part of the crossing from

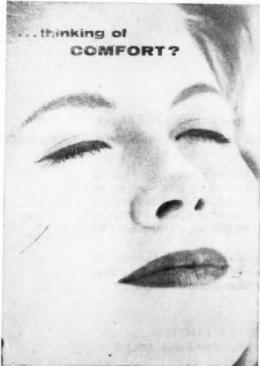
his view. The driver inferred, from the movement of other traffic, that the pedestrian crossing was clear, and proceeded at a slow speed. As he was nearly on the crossing an old man, partly deaf and partly blind, suddenly came into his view, ambling along the crossing. The driver braked, but was unable to stop in time to avoid colliding with the pedestrian. The Court held that he had a case to answer.

#### Anti-smog Drive

AUTHORITIES in Los Angeles are pressing the Governor of California to call a special meeting of the State Legislature to enforce the fitting of a new Legislature to enforce the fitting of a new anti-smog device on all cars sold in the State after next year. The device is an after-burner, which is claimed to be 80 to 90 per cent efficient in eliminating hydro-carbon gases from vehicle exhausts. It would cost from £35 to £42 per vehicle. Chrysler, who helped to develop the after-burner, have promised to make it available to the entire industry. to make it available to the entire industry.









-think of the RENAULT DAUPHINE



# Another gold medal for Pressed Steel



Coachwork on the Standard Vanguard Vignale Saloon won the Gold Medal in Section 6.

At the 1959 Motor Show the Pressed Steel Company won a Gold Medal in Section 6 of the Private Coachwork Competition for coachwork on the Standard Vanguard Vignale Saloon. This section is for standard enclosed coachwork produced by car manufacturers and/or bodybuilders in line or batch production—price of complete car over £600 but not exceeding £700 (exclusive of Purchase Tax).

The competition was organised by the Institute of British Carriage and Automobile Manufacturers in connection with the 1959 Motor Exhibition, by permission of the Society of Motor Manufacturers and Traders.

#### PRESSED STEEL COMPANY LIMITED

Makers of Britain's first production all-steel car body in 1926, suppliers to the motor industry ever since

Factories: COWLEY, OXFORD; THEALE, BERKSHIRE; PAISLEY, SCOTLAND; SWINDON, WILTSHIRE, Head Office: Cowley. London Office: Sceptre House, 169 Regent Street, W.1.

Manufacturers also of Prestcold refrigerators, rolling stock and pressings of all types.

#### Reventlow Rumours

Tour de Corse

More Karts

JUST SO THAT you can keep up with the rumours about the American G.P. in general, and the Scarab entries in par-The situation has become so confused that one issue of an American publication says on one page that the Scarabs would be at Sebring, and on another page that they will make their debut in the New Zealand G.P. Still another story has it that Reventlow will enter a car powered by a 2½-litre Coventry-Climax engine if the Scarab engine is not completed in time.

Separating fact from fancy is a little difficult, especially since those closest to difficult, especially since those closest to Reventlow say he hasn't made a final decision on Sebring yet. This is due to hold-ups in the development of the 4-cylinder, desmodromic-valve engine, but it appears that the valve gear is now ready for fitting, and initial bench tests should by now be under way. Reventlow's advisers have told him that, in view of the current sports car lap record of 2min 4.3sec at Riverside, around 1min 56sec would be required if the formula 1 car is to approximate current formula 1 performance.

In initial tests, Chuck Daigh lapped in 2min 9sec, deliberately taking things easy to avoid straining the make-shift pump used for the single, water-cooled rear brake. In a second session of tests, Daigh got down to 2min Isec—better than the sports car record, but still five seconds slower than the target time. For these tests the car used a 3-litre Meyer-Drake engine, which was giving about 260 b.h.p.—roughly the same as Reventlow's engine is expected to give, but the Offenhauser is substantially more flexible. On the other hand, the "Offy" is 100 lb or so heavier than Reventlow's engine.

LAST YEAR'S runner-up in the Macao Grand Prix, Ron Hardwick, brought his Jaguar into an easy first place in this year's event. Second man home was Billy Wyllie (DKW) and third, last year's winner, Chan Lye Choon with his Aston Martin. Appar-rently a footbridge collapsed just after the start of the race, the cars had to be stopped, and restarted over an hour and a

YEOMAN CREDIT have entered Chris Bristow with the Cooper Borgward for both the South African Grand Prix on January I and the False Bay 100 race at Cape Town a week later.

BROTHERS Chris and Tom Threlfall are the latest newcomers to the ranks of racing garage proprietors. They have purchased the Guildford Road Garage, on the Guildford-Bagshot road about 11 miles north of Bisley. Joining them in this new venture is Brian Mann, who is moving his concern, Competition Motors, from Wey-



bridge to these new premises. Plans include the extension of the buildings so that there will be sufficient room to deal with local trade as well as the preparation of racing cars. Incidentally, next year Chris, when not in far-away places for B.O.A.C., will be driving Elvas again, sports and junior; Tom plans a full season with a formula 2 Cooper and a Lola

AT JUST about the time the R.A.C. Rally competitors are finishing their final test at Crystal Palace tomorrow, the first cars will be leaving Ajaccio on the fourth Tour of Corsica. Subtitled the Rally of Ten Thousand Corners, this is a truly "hairy" event; run over a distance of about 750 miles between 5 p.m. on Saturday and midday on Sunday, there is hardly a straight or level stretch of road on the entire island, let alone the rally route. Besides the straightforward road section run at an average of 40 m.p.h., there are 90 miles of timed sections. Previously Renault have been remarkably successful in this event—first and second in the first Tour, and first, second, third and fourth last year. In the last two years only one-third of the starters have reached the finish.

**ALTHOUGH,** as I stated last week, there will definitely be three Ferraris at Sebring for the United States Grand Prix, there now seems some doubt as to who will be driving them. We had gathered that Tony Brooks, Phil Hill and Dan Gurney would have the cars, but our French con-temporary, L'Equipe, has just said that Cliff Allison and Von Trips will be part-nering Brooks. I have not yet resolved this new confusion, but it would be curious if Enzo Ferrari did not employ his American drivers at Sebring.

THIS OFFICE may soon have to open a new department to deal with go-karting, which is catching on like a 'flu epidemic; it is becoming difficult, for example, to keep pace with the number of new makes that are appearing on the market. One of the latest is the Aero Kart, made by Aero Controls, Ltd., Weedon Road, Northampton. Powered by Villiers Northampton. Powered by Villiers engines there are two different models available, both as complete units or doit-yourself kits. One is displayed in the window of Villiers' showroom in Piccadilly, London.

Yet another one is the Jackaroo Jack-daw manufactured by Jackaroo Aircraft, Ltd., Thruxton Aerodrome, Andover, Hampshire. Three different models with slightly varying specifications are offered, and all are powered by different capacity Villiers engines.

RECOGNIZED as the toughest event run in South Africa, the Johannesburg-Durban-Pretoria-Lourenco Marques rally was a walk-away win for a Volvo piloted by Rex Smith and Pierre Kelekens. In an immense regularity run, the winners lost only nine seconds on the whole of the 1,600-mile route; equal second were a DKW and an Alfa-Romeo, both with a penalty of 51 seconds.

IT WAS THE West Essex Car Club that took over the ballroom of the Park Lane Hotel last Friday night, for their annual dinner and dance; the London hotels, it seems, are kept pretty busy by the clubs, this time of year. John Cooper, as guest of honour, replied to the Hon. Gerald Lascelles' toast to The Guests—but before his speech he was subjected to a cere-monial crowning as King Constructor the First, by four astonishing looking Druids, who were, in fact, Jack Fairman, Les Leston, Cliff Davis and John Trimble. Poor John Cooper was duly crowned (with a crash hat), anointed (with Castrol R), before being released to return to his seat. It seems that to win the Formula 1 and 2 Constructors' Championships has its drawbacks.

A NEWSPAPER cutting which has found its way to my desk suggests that the Road Rally is out of date, and that Rally drivers could equally well demonstrate their skill by taking the Institute of Advanced Motorists' driving test! Well, well, well,

#### FORTHCOMING EVENTS

NOVEMBER 21.—R.A.C. Rally's final tests, Crystal Palace, noon.
21-22.—Jaguar D.C., Autumn Rally.
21-22.—Tour of Corsica.
29.—Comwall Press A.C., navigation rally, North Denham Film Studios, 2.16 p.m.
27-DECEMBER 2.—Nassau Speed Week.
5-6.—Thames Estuary A.C., Kittens Eyes rally, Lyndhurst Café, Witham, 10 p.m.
5-6.—Farmborough D.M.C., Winter Mixture rally, Royal Ascot Hotel, Berkshire, 10.31 p.m.
6.—London M.C., Gloucester Trial, Highwayman Inn, Beech Pike, Elkstone, Cheltenham, 10.30 a.m.

United States G.P., Sebring.
 R.A.C. Trials Championship.
 East London meeting, South Africa.

#### SHOWS AND DINNERS

NOVEMBER 20-21.—Glasgow Motor Show. 23.—Advertising M.C. dinner-dance. 27.—Elast Anglian M.C. dinner-dance. 27.—B.R.S.C.C. midright film show. DECEMBER 4.—London M.C. dinner-dance.

dance.

9.—Harrow C.C. dinner-dance.

9.—Circle C.C. dinner-dance.

10.—Aston Martin O.C. dance.

# VALIANT ON THE ROAD

THERE is no doubt about the performance leader among the new Big Three compacts (writes our American Correspondent, Roger Huntington). The just-announced Chrysler Corporation Valiant can trim the Falcon and Corvair with no trouble. I was quite surprised at the margin, in fact—considering the 300 lb additional weight on the Valiant. We were fortunate in getting loan of the first demonstrator model in this area for test—a standard model with manual floor test—a standard model with manual floor test—a standard model with manual floor test—a transport of the terminal weighted 2,730 lb at the kerb. Tuning was limited to a routine check when the car was shipped to the dealership. Here's what we got:

0-30 m.p.h. 4.7 sec

0-30 m.p.h. 4.7 sec 0-60 m.p.h. 14.4 sec Standing quarter mile 19.9 sec (694 m.p.h. terminal speed)

Top speed . . . . . . 93 m.p.h.
There is no doubt that this new sixcylinder engine puts out considerably
more horsepower and torque per cubic

inch than the Falcon and Corvair powerplants. Careful accelerometer checks (cross-checked from the acceleration times) yielded a calculated true peak out-put of just about 96 b.h.p. at 4,400 r.p.m. Furthermore, the peak of the power curve was very flat, giving between 93 and 96 b.h.p. between 4,200 and 4,800 r.p.m. Indicated shift point out of low gear was 5,000 r.p.m., and 5,300 out of second. This specific output from 170 cu in (2.8 litres) is not unusual today, but it is better than they are getting from the other economy jobs over here. It is obvious that the unique free-flow intake manifold and open wedge-type combustion chamber (no quench area and no close walls shrouding the valves) are giving excellent breathing in the high r.p.m. ranges. It is also pretty evident that the Chrysler people are purposely under-rating this engine in terms of advertised b.h.p. They claim only 101 b.h.p. at 4,400 r.p.m.; by the usual Detroit standards they should be claiming 110-120 b.h.p.

Ride and handling of the new Valiant follow closely the pattern set by all '57 and later Chrysler products with the torsion bar front end—the ride is firm and solid, noticeably more so than that of the Falcon and Corvair around town—but beautiful out on the highway. In real the car feels a little more rough going steady and sure than most nose-heavy front-engine cars (largely because of Chrysler's excellent front dampers); but it cannot compare with rear-engine cars in this respect. Cornering is also above average for this layout. Roll angle is not excessive, nor is understeer. The car feels a lot like the larger Chrysler cars—and these are generally acknowledged to be the best-handling full-size cars in America today. Our national stock car racing association over here is talking about putting on a road race for the U.S. compact cars on the new Daytona Speedway during Speed Week in February. I hope they can arrange it-it would answer a lot of questions about handling!

# Munich Crisis for BMW

From our German Correspondent

THE fate of Bayerische Motoren Werke may well be decided on 9 December when shareholders meet; there is at least an even chance of survival, but even then BMW might not continue to figure as a marque in its own right for long. Ever since it bought the manufacturing licence of the old Austin Seven in the middle 'twenties, Bayerische Motoren Werke has enjoyed an enviable reputation as a manufacturer of first-class cars—small or large.

When war ended, BMW was left with a severely gutted plant, and a subsidiary at Eisenach that had to be written off, because it lay behind the Iron Curtain. A re-start was made with the 501—practically a new design except for the 326/27-based power unit. A few years later came the 2.6-litre, vee-8 unit. To inject new life into the ailing motorcycle business, in which BMW had played a leading role for several decades, manufacture of the

Isetta was taken up, and when the minicar boom looked like ebbing, the range was supplemented by the 600, into which the famous BMW flat-twin engine was fitted. Although generally accepted as a good design, the 600 did not sell in such quantities as to provide a reliable financial

Meanwhile the 503 and 507 sports cars were added to the range, but there was no "bread and butter" car in the programme to keep 6,000 workers busy.

A year ago there were notable changes

A year ago there were notable changes in BMW management, and serious attempts at rationalisation were made. Manufacture of the 700 c.c. model was decided on, and work on the 1.6-litre, four-cylinder car was concluded. It now appears that this came at too late a stage.

During the last few months the approach of a genuine crisis has become apparent, and there would seem to be two possibilities: BMW might be taken over

by the American Motors Corporation; or a financial group comprising Dr. Friedrich Flick, Deutsche Bank and the Daimler-Benz company may come to the rescue. Should the A.M.C. deal come off, there is a slim chance of finance to tool for the 1.6-litre, which is said to be fully developed and ready for manufacture.

Should the decision be for the second possibility BMW might be turned into something like a component manufacturer for the Stuttgart company. Details of the Flick-Deutsche Bank-Mercedes proposals were outlined recently by Dr. Feith, who is a member of the BMW board and also associated with Deutsche Bank. They envisage a reduction of BMW stock capital from 30 to 15 million Dm, and pooling of all reserves and income from other sources to balance the 49 million Dm deficiency. Thereafter stock would be raised to 85 million Dm, excluding present shareholders from the right to purchase new shares and financial management would pass to a syndicate of which the Daimler-Benz company, Deutsche Bank, the Bavarian state bank and the Bavarian office for financing rehabilitation would be members. The plan envisages a guaranteed dividend of 6 per cent for three years after the agreement, for holders of "old" shares.

It is understood in West Germany

It is understood in West Germany that the reason for the Daimler-Benz interest in the BMW company is that BMW hold so many patents in the realm of eight-cylinder engine design that it is very difficult for a new vee-8 engine to be produced without them. Should such a tie-up be arranged it would mean that Daimler-Benz (Mercedes) could make use of the BMW vee-8 engine.

Although nothing definite has been said regarding the current BMW products, the 700 is the only model likely to continue in limited production, and motorcycle business in all probability would be shifted over to Zweirad-Union. Whether the Flick group would tolerate a four-stroke competitor to their new DKW Junior, or if the BMW 700 would be regarded a welcome extension of the range, is anybody's guess.

O.G.F.

BMW stimulated interest in the type 503 at the recent Turin Show by commissioning Michelotti to design this body, custom-built by Vignale





... especially when you're wearing party shoes and a long skirt! Who would have dreamt of being stranded on a lonely, rain-lashed road only two nights after paying all that money for a "genuine low-mileage" used car? Wouldn't have happened with an 'A.1' used vehicle — checked, tested, serviced and given a 3-month warranty before ever you take delivery. Trouble with this wet and weary lady's husband is that he bought without bothering about the 'A.1' Plan... and he hasn't heard the end of it!

**Operated by Main** 



Dealers with the A.1 sign

Watch this journal regularly for details of 'A.1' Used Vehicles available.

# A& P

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FOUR CONVENIENT SIZES
pint gallon
quart

YOU CAN BE SURE OF &



# ROY SALVADORI TESTS

# THE VAUXHALL VICTOR

## EXTRACTS FROM

'SPORTING MOTORIST', JULY, 1959

"One of the things which I like best about the Victor, and there are a great many, is its very handy size. On the popular priced British car market there is tending to be a widening gap between the small economy family car and the considerably larger quantity-produced saloon five-six-seater vehicle. To my mind the Victor's size is admirable for a family car. It will fit into a modest sized garage, it has excellent luggage-carrying capacity, and the seats are of reasonable size with plenty of leg room."

"Although the horsepower of the Series II is only very slightly up on the previous model—it is now 54.8 at 4,200 r.p.m.—the car seems quite a lot livelier. The four-cylinder power unit, moreover, is smoother than before and rather more silent also. The de luxe version which I tested differs from the standard model in interior equipment only. It has, for instance, two very well upholstered and comfortable individual seats in the front, a pile carpet, leather seat coverings, armrests on the doors, and so on. The de luxe specification does not, incidentally, include the air conditioning unit which is very well worth having, and has as powerful a blowing capacity as I have yet met."

"Inside the car I was immediately struck by the wonderful all-round visibility. The windscreen pillars are sharply raked back at their lower edges so that a minimum of useful vision is taken away, the rear window seems to be nearly completely round, and the mirror is very well positioned. Controls are pleasantly to hand, with the speedometer and other dials, of which there is a water temperature gauge, immediately in front of the driver."

"When it comes to the actual driving of the Victor I find it difficult not to sound too glowing. I think it is true to say that people like myself who are interested in the handling characteristics of cars have reservations about Vauxhalls and similar cars. Perhaps, therefore, my reaction is sharpened that much with this car. I can say right out, however, that it is easily understandable why the Victor has had such outstanding success on foreign markets. Acceleration is quite brisk. The smooth engine revs willingly, and the speeds in the gears are handy. In bottom, for instance, one can just achieve 30 m.p.h.

as valve bounce sets in, 55 m.p.h. is attainable in second, and a maximum speed of over 80 m.p.h. was timed with the wind behind us. A two-way average produced 78 m.p.h. mean."

With many manufacturers going back to the old-fashioned floor-mounted lever Vauxhalls stick by the steering column change, and I must say that it is one of the most precise that I have experienced. Of course, three-speed boxes are much simpler to arrange for steering column changing than the four-speed ones, but even so full marks must go to Vauxhalls for a quick and positive change with practically unbeatable synchromesh. It is the only three-speed box which I have come across in which it is possible to change down into bottom gear at any speed up to 20 m.p.h. without feeling as if you were about to put the gearbox on the road."

#### Stability in wet

"Handling of the Victor is also extremely good, particularly in wet weather when its stability is truly surprising. The steering has been nicely arranged to give just the right amount of self-centring so that high speed cornering and low speed manoeuvring are both pleasant. Brakes are adequate for the car, and firm in operation."

"It is sufficient for me to say that to my mind this is probably the outstanding medium-sized saloon in the low price group. Its road manners are impeccable, it handles easily and safely, and Vauxhalls have, unlike so many manufacturers, profited vastly by experience with the car since its introduction to give the customer real benefit from development."

Victor Saloon £505+£211.10.10 pt (£716.10.10) Victor Super £530+£221.19.2 pt (£751.19.2) Victor de Luxe £565+£236.10.10 pt (£801.10.10) Victor Estate Car £605+£253.4.2 pt (£858.4.2)



Vauxhall Motors Ltd., Luton, Beds



WHN BULL RUBBER COMPANY LIMITED, EVINGTON VALLEY MILLS, LEICESTER

# Disconnected Jotlings by the Scribe

drawings by BARRY APPLEBY

#### Locust Plague

SOME figures, which appear to be reasonably watertight, show that it is cheaper to travel about London on a moped than in a bus. This sets me wondering whether the end of buses is nearer than I imagined; on the whole I

Agile though they are in some respects, my grandmother and the lady who does for her are no longer conditioned to personal transport of the moped type, nor, incidentally, are they as aerodynamically refined as one would wish in the interests of petrol economy.

I was about to observe also that there is a time and a place for everything-even buses-but I have quickly abandoned this thought because I know from experience that buses are never on time or in place when I want them.

The thought of replacing each city busload at going-to-work and coming-home times with forty or fifty mopeds or scooters horrifies me. On the whole I think my colleagues on Bus & Coach will be able to work out their days without fear of their industry folding.

#### Hard-headed

RECENT rainy day in London, after A our semi-tropical summer, was a reminder that there are unnumbered riders of scooters for whom this was the first encounter with wet roads-and it was evident that some of them have a great deal to learn. Let us hope, in all sincerity, that



Personal transport

they will assimilate the lessons speedily and not the hard way before a few frosty mornings bring home to them that there are more lessons to be learnt every day. During the sunny weather their numbers seemed to increase by leaps and bounds, and to my long-standing rule to fear and distrust cyclists in London traffic I had to add scooter riders.

In the good old days, those who had road journeys ahead used to take with them amulets and charms to ward off ill-luck.

Nowadays we are more sophisticated, or at least we seem to be. Yet scooterists give the impression of wearing their hard hats like a lucky charm, judging by the way some of them take chances in the thick of the traffic stream, or at its fringe with an opposing traffic flow. Confidence is a very desirable attribute in a driver, but when it verges or, indeed, encroaches on foolhardiness, then it imposes an unfair burden on the care of other drivers.

We can't put traffic-old heads on young scooterists' shoulders, perhaps, but it is a pity we can't hope to get under their good, hard skidlids equally good and hard heads. It would make life a little less frightening both for them and for us.



Incitement to show off

#### Coo. Look!

TRANSPORT journal speaks of the number of coach operators who have applied to the Traffic Commissioners for excursion licences for trips along the motorway. It is suggested that concerns who are quite a way off might examine the possibilities of such trips

And then there are those bridges, packed with sightseers.

From the point of view of motorists, it is an excellent thing that M1 captures the imagination of everyone, including those who do not own or hope to own cars. Motorways might become popular electioneering.

I hope the interest is not morbid, the hope of seeing an accident-the Brighton road on a summer Sunday, or A5 on any day, is a better road for that purpose.

Most of us, at the wheel or handlebars, are apt to do amazing things to show off to a girl friend. What shall we be up to with a gallery of sightseers, and special excursions run to see us? Which hat? My helmet with the skull and crossbones?

#### Yellow Peril

NOT in a single instance, but on several occasions, I have met cars with dazzling yellow head lamps. Lamps have to be very badly set to bother me because, in general, I do not glare at them, but watch my own side of the road.

Some of the offenders might be Contiwhose International asymmetrical dipped beams are canted up to give a pass-lamp beam component, for keep-to-the-right countries. The bulbs or holders can be reversed to give the raised beam on the other side; possibly some of our visitors overlook this adjustment.

A good garage, asked by a Briton to fit yellow bulbs in French lamps, would fit them Continental-style for an overseas tour unless instructed otherwise

When yellow bulbs are fitted to our own lamps, British Lucas, I think that what happens is this:-

Our garagemen, who rightly advise "yellow-for-France," sell the tourist a kind of yellow bulb which gives uniform dipping. Our ordinary white bulbs give swivel to the near side as well as dip, which would be swivel-to-the-off-side in France, and very naughty.

When a motorist keeps the yellow ones in use, back in Britain, he deprives those he meets of the swivelling-away of the normal Lucas dipped beam.

#### Hoi, You!

WE really do need a universally recognized signal, by which one motorist can indicate to another the need to stop to be warned of something requiring his attention-the wheel which is about to fall off, the insecure door and

Recently I was halted at a cross-roads when a small car crossed my bows. On its roof rack was a document case, and the breeze was showering papers over the road. They may well have been important, so I took off after the car, sounding my horn, flashing my light and doing my best to attract attention. But I could not overhaul, because of other traffic. Finally I gave up when he escaped my pursuit at a Halt sign-and his papers had to be left to the winds.

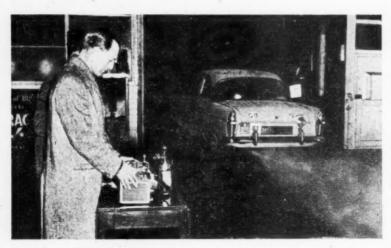
Ships' officers can tell each other a great deal by the number and duration of toots they give ou their sirens; surely car horns could be made to say more than

"Get-out-of-my-way."



Finally I gave up

# R.A.C. RALLY: The Opening Stages



Dennis Flather, of the R.A.C. Competitions Committee, tests engine and exhaust noise level with a decibel meter: the car is D. Milton's Ford Zephyr

ESPITE last-minute setbacks, it looks as though this year's R.A.C. Rally may well redeem the dwindling popularity and doubtful reputation of this much-criticized event. Throughout the organization there are signs of the tre-mendous efforts that have been made to bring it into line with the Continental rallies. It remains to be seen whether the promise of the pre-rally preparations is maintained throughout the event, but cer-tainly the road books and the instructions to competitors are the best ever prepared for this event. All this is owed to Jack Kempsley, who has been in charge of the organization.

A zero-hour snag arose through a strike at the British Railways' Bricklayers' Arms depot in London, where no fewer than depot in London, where no fewer than 150 Longines printing clocks from Switzerland were awaiting distribution to rally controls throughout England, Scotland and Wales. At first the strikers decreed that nothing should be removed from the depot, but later they allowed the owners to remove 20 clocks per day (a limit imposed by weight) personally, and with their own transport.

with their own transport.





Left: Sunbeam Rapier (R. Crawford) under the scrutineer's eye. Right: Joan Crossley, co-driver to Mrs. M. Carson, whose husband is co-driving with Peter Riley in a Ford Zodiac, collects road books. Below: Scrutineering—testing the lights of a Citroen DS.19 (Badoche), and a Morris Minor 1000 (T. Christie)



In keeping with the current trend to reduce the noise of motor vehicles, the R.A.C. operated a Dawe decibel meter at scrutineering, the cars being revved close to a microphone in the confined space of a garage. The maximum reading of 110 a garage. The maximum reading of the decibels was recorded by a Fairthorpe; Healeys and Triumphs reached 100 decibels. This was intended to give competitors an idea of how noisy their cars could be when driven to the limit, so that on the cally itself they could take steps to avoid rally itself they could take steps to avoid being penalised at the secret decibel meter checks placed around the 2,000-mile route. The R.A.C. has been investigating the noise problem in rallies for some time, under the supervision of Dennis Flather.

Only 24 hours before the start Brian McCalder, co-driver in Gregor Grant's Fiat Abarth, fell and broke his leg and had to be replaced by Brian Melia. The clutch on Alex Pitt's Mini-Minor became oil-soaked a few hours before scrutineering, so the engine had to be stripped right down and an oil seal replaced at the last

minute.



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1957	ROVER 90 (Overdrive) saloon. Grey. Red upholstery. Heater. 7,000 miles£1,03:
1957	AUSTIN A95 Saloon car. Grey and Green. Green upholstery. Heater. 13,000 miles
1958	HUMBER Hawk Series I Saloon. Grey. Red up- holstery. Heater. 14,000 miles £1,012
1958	HUMBER Hawk Series I Estate Car. Dual Grey. Red upholstery. Radio and Heater. 15,000 miles£1,350
1955	HUMBER Hawk Mark VI saloon. Blue. Red up- holstery. Heater. 26,000 miles £550
1958	FORD Zephyr Automatic Saloon. Grey. Blue up- holstery. Heater. 13,000 miles
1957	FORD Zephyr Zodiac Saloon. Cream and Black. Beige upholstery. Heater. 17,000 miles £695
1958	VAUXHALL Cresta Saloon. Pink and Grey. Grey upholstery. Heater. 16,000 miles £865

1958 SUNBEAM Rapier Saloon. Glacier Blue and Black. Blue/Black upholstery. Heater. 10,000 miles..... 1958 AUSTIN A55 Cambridge Saloon. Grey, Red upholstery. Heater. 10,000 miles 1958 SINGER Gazelle Series III. Burgundy and Beige. Beige upholstery. Overdrive and Heater. 14,000 miles . . . . £795 1958 HILLMAN Minx Series II Convertible. Blue, Blue upholstery. Radio and Heater. 19,000 miles ....... £735 1958 HILLMAN Minx Series III de luxe Saloon. Blue and Charcoal, Red upholstery. Heater. 7,000 miles...... £700 1958 HILLMAN Minx Series II Estate Car. Grey, Red upholstery. Radio and Heater. 19,000 miles....... £745 1957 AUSTIN A35 2-door Saloon. Black, Red upholstery. Heater. 14,000 miles ..... 1958 MORRIS Minor "1000" Travellers Car. Black, Red upholstery. Heater. 19,000 miles ...... £655 1958 AUSTIN Healey Sprite Roadster. Blue, Blue upholstery. Heater. 7,000 miles

SHOWROOM OPEN TILL 7 P.M.

M20/11

**UP-TO-DATE H.P. TERMS** 

#### Warwick Wright Ltd. 30 St. John's Wood Rd., N.W.8 I am thinking of buying another car. MODEL My present car is: MAKE... Ist Regd.

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ADDRESS.....

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Warwick Wright was CONFIDENCE SERVICE STATION: 684 HARROW ROAD, W.2 Tel: CUnningham 6050 Night Service: PADdington 8891

30 ST. JOHN'S WOOD RD, N. W. 8 (Opposite Lords) CUN 6050 Also at: 393 Edgware Road, Cricklewood, N.W.2. GLAdstone 0041 ASSOCIATED COMPANIES

Tom Garner Ltd., 10/12 Peter Street, Manchester. Tel: BLA 9265 George Heath Ltd., Newhall Street, Birmingham. Tel: CEN 3157

#### R.A.C. RALLY . . .

Another car that was in small pieces only a few hours before scrutineering was Wencher's factory-entered DKW; driver discovered that the modifications carried meant they would have to run in the Grand Touring category, so the DKW was brought back to standard. A second modified DKW was replaced by one sent hastily out from Germany only a few hours before the start.

#### Start And First Test

Competitors flagged off beside the Im-perial Hotel, Blackpool, in brilliant sun-shine, were required to go straight into the first driving test on the lower seafront road. Since the largest and fastest cars were first away some good times— though not necessarily the fastest—were to be expected. Of the first group Jack Sears, Austin-Healey 3000, did best in recording 33.3 sec. This compared with Sydney Allard's Ford Zephyr, 38.6; McCracken's XK 150, 35.0; Mackie's XK 150, 39.6. The Morley brothers, who won last year's Tulip and are driving a 2.6 Austin-Healey, managed 33.2 sec but unfortunately overran the base line at the end and were penalized. Sims' Aston Martin was also penalized for the same

Warning had been given that around the area of the first control, 20 miles away at Marshaw, there would be some fog, but fortunately none was experienced un-Settle, and then the visibility was still about 50 yards. This is an attractive area of high land, known as the Forest of Bowof high land, known as the Forest of Dow-land, and the route passed through country lanes rising, falling and twisting between stone walls in open country with farms dotted around. Little more than 20 miles from Blackpool there was the first secret check for average speed and

Carlsson, Saab 93B, who is leading the European Rally Championship, said after the first section that he thought this was wonderful rally country, but it was felt that there would be a real risk of baulking on the narrow roads.

There were complaints from other foreign competitors that there was still too much navigation in the rally, but in view of the nature of the roads and lanes, particularly in the Welsh areas, this seems to be inevitable.

Walter Schulter, Auto Union, who did the R.A.C. Rally in 1956 and said then

that he would not do another one, was not happy about what he explained to be a difference of regulations as received in Germany, as issued in Blackpool and again as placed on the blackboard at the start. A £10 set of maps before you can start also seemed to be a bit much.

# **CORVAIR: Road Impressions**

THANKS to Vauxhall Motors, we have been able to try out a Chevrolet Corvair, prior to the arrival of a car for full road test. It was a preproduction model, sent to Luton for examination, and as such it was not wholly representative nor did it have the latest carburettors, developed to prevent icing.

At only £1,750, including U.K. duty and tax, the Corvair must leave the American factory at a very low figure. It is, in fact, an economy model as well as a compact one, but good shape and proportions and a neat modern interior may lead to the belief that it fits into a higher price and equipment class.

It would be wrong to judge the new Chevrolet on only an hour or two of driving, because it takes quite a lot of getting used to. Allowance needs to be made for some natural apprehension about the handling with a big engine at the rear. Thus we mention here only a few first impressions.

Without having driven such a model, t still seems probable that the car with automatic transmission will be preferred. The floor change and three-speed box are not very attractive, simply because the change is long and slow, involving a considerable forward reach, and because the three ratios (no synchromesh for low) are widely spaced. The engine gives only widely spaced. 80 b.h.p. at best, so the performance is quite modest. Middle gear is needed at 20 m.p.h. or below, and low for start-

In most respects steering, ride and brakes are a pleasant compromise between American and European practices. Brake pedal pressures are low without being "power light"; the ride is quite boulevard on smooth roads, but there is some unnecessary pitching on poorer surfaces and a pronounced thud from the back wheels over cracks, ridges or cats' eyes. Certain coarse road surfaces produce a

loud rumble in the car.

A driver gains the impression that Chevrolet engineers have done a good development job to cover up most of what was probably marked oversteer in the original cars. It is unexpected, even so, to find that the recommended tyre pressures cold as low as 15 lb sq in front with 26 rear; and that there is a



The left-hand-drive Corvair near Harpenden, Hertfordshire. The roofline, 4ft 6in overall, is unusually low but this brings no inconvenience

marked difference in spring rate, front and rear—the latter being appreciably stiffer. A twitch of the wheel when driving fast and straight gives a marked feeling of instability for the instant, but nothing alarming happens afterwards and the car returns to and holds its course.

The rear end can be made in break away on a corner with power, just like that of any other car. The feeling is un-usual but the correction is quick and neat.

Without doubt a good job has been done on silencing the engine. For those in the car it is very quiet indeed. The petroleum heater in front can often be

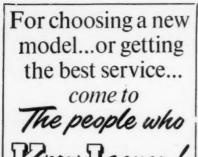
heard above the engine and other noises Intermediate gears are noisy, and any small error in changing is heard more loudly in the back seat.

Sitting so low, with a big but not exaggerated screen and flat, almost featureless bonnet ahead, makes for restful cruising. The seats are in keeping with reatureless bonnet anead, makes for restructurising. The seats are in keeping with the car's price class, and entry or exit is simple despite the very low roof line. There is space for luggage behind the back seat, as well as under the lid in front. (B. & C. Concessions, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2, are the Chevrolet concessionaires.)

#### Radio Telephones for Motorway

EXPERIMENTS are being carried out with a radio telephone system in cars operating on the Motorway; it is already in full operation in London and Birmingham, and gives secretarial service at all hours. It is being run by Air Call (tele-phone: REGent (London) 2552 or CEN-

tral (Birmingham) 1481), and it uses a repeater station at Offley Hill, near Luton. A coverage of 200 miles is claimed; it will be interesting to learn whether the proximity of overhead power lines causes interference with reception and trans-



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MOTORS LTD.

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A new plant incorporating paint and final assembly shops has been built at Trollhätten, Sweden, for increased output of Saab cars. Production is to be raised from 20,000 to 24,000 units a year.

Production began in 1949 with 4 cars a day



Complete facilities for the manufacture of synthetic rubber in India are to be established by the Firestone Tyre and Rubber Co., Ltd.

Although total production of Vauxhall Motors last year was 174,000 units, 2 November saw the dispatch of the 200,000th vehicle for 1959.

Heenan and Froude, Ltd., of Worcester, are to supply nine dynamometers, varying in size from 150 to 500 b.h.p., to the Volvo company of Sweden.

Automotive Products, Ltd., Leamington Spa, plan to open a large factory in South Africa for the manufacture of spare parts for the South African motor trade.

With regret the death is recorded of Mr. T. St. J. Foster, governing director and general manager of the Warrington Motor Co., Ltd., of Bank Street, Warrington.

An interesting booklet called "Designing for Diecasting" is now available without charge from Fry's Diecastings, Ltd., Merton Works, Prince Georges Road, Merton Abbey, London, S.W.19.

An increase in the range of hoseclips to cover \$\frac{1}{4}\$ in to \$\lin\$, \$\frac{1}{4}\$ in to \$\lin\$ \$\frac{1}{4}\$ in and \$2\frac{1}{4}\$ in and \$\frac{1}{4}\$ in and \$\frac{1}{4}\$ in and \$\frac{1}{4}\$ in Garage, Rednal Road, West Heath, Birmingham, \$1\$. Motor traders may write to the company for details of an introductory offer.

New premises of Derbyshire Motors, Ltd., were opened in Derby recently by Mr. Donald Harrison, home sales director of the British Motor Corporation. The concern is the eighth to be opened in Derby by the Kenning Motor Group. A new branch office has been opened by the North Central Wagon and Finance Co., Ltd., at 57-59, Piccadilly, Hanley, Stoke-on-Trent.

#### **NEW APPOINTMENTS**

Among recent appointments are the following: —

Mr. Peter Green has been appointed deputy managing director of the Donald Healey Motor Co., Ltd., Healey Car Sales, Ltd., and of Healey Marine, Ltd.

Mr. John F. Marshall has been appointed manager of J. E. Rogerson (Garages), Ltd., of Cranham, Orsett and Hockley, Essex.

Wadham (Holdings), Ltd., have appointed Mr. Donald Carley as retail sales manager of their trading company, Wadhams, Ltd., of The Avenue, Southampton.

Mr. Frank Perkins has been elected chairman and Mr. J. C. Proudfoot managing director of Ambrose Shardlow and Co., Ltd., of Sheffield. The company manufactures crankshafts,

Duncan Hamilton and Co. announce the appointment of Mr. W. F. Fryer as sales manager of their branch at The Square, Bagshot, Surrey. Mr. K. Atkins is general sales manager of this expanding sales organization.

Mr. Clive Francis has arrived in London from Sydney to become London manager of Repco, Ltd., the Australian manufacturers of automotive parts. He joined the company ten years ago, and pioneered the Perth office before becoming manager at Sydney five years later.

## Autocar NEW CAR PRICES

U.K.	List (i	K. Tota	U.A	K. List (i	K. Total nc. P.T.)	U.K.	U.K. List (in	Tota
ABARTH	£	£	B.M.W. (Contd.)	£	£	FIAT (Contd.)	£	£
750	1,498	2,123	502 S.3.2	2,165	3,068	1100 de luxe	615	872
A.C.			503 507	3,500	4,959	1200 Full light	798	1,132
Ace Ace-Bristol	1,188	1,684	BORGWARD	3,100	4,393	1000	987	1.48
Aceca	1,443	2,045 2,050 2,409 2,891	Isabella	945	1,198		1,050	1,70
Aceca-Bristol	1,770	2,050	Isabella estate car	895	1,170	FORD (American)		2 000
Greyhound	2 040	2 891	Touring sport	970	1,269	Falcon (automatic)	1,415	2,00
ALFA-ROMEO	2,010	2,071	TS de luxe	1.020	1,446	Galaxie Skyliner conve	2.049	2 90
1300 Giulietta	1 240	1,786	TS coupé	1 360	1,928	Thunderbird Pillarless	2 195	3 11
Giulietta TI	1 360	1,928	BRISTOL		1	FORD (Canadian)	-	1
Giulietta Spyder	1 475	2 091	406	2,995	4,244	Fairlane 500	1 757	2,49
Giulietta Veloce	1.750	2,480	BUICK		1	Victoria	1,795	
Sprint Speciale	1,475 1,750 2,295	3,252	Invicta	2,335	3,309	Estate car	1,982	
2000	1,998	2,832	CADILLAC			FORD		1
2000 Spyder	2,195	3,111	6029 Fleetwood	3,600	5,101	Popular II	348	49
ALLARD			6339	3,200	4,534	Popular II de luxe	363	
Palm Beach II	1,300	1,843	CHEVROLET			Anglia III	415	
Gran Turismo	1,700	2,409	Corvair	1,235	1,751	Anglia III de luxe	430	
ALVIS			De luxe	1,270	1,805	Prefect III	438	
3-litre	1,995	2,827	2-door Club	1,210	1,715 1,758 2,040	Escort	434	616
Convertible	2,195	3,111	De luxe	1,240	1,758	Consul	545	
ARMSTRONG SIDD	ELEY		Biscayne	1,439	2,040	Consul de luxe	580	
Star Sapphire	1.763	2,499	Bel Áin		2,096	Convertible Estate car	760	
Limousine	2,222	3,150	Impala hardtop	1,204	2,217	Zephyr	610	
(automatic)	2,339	3,315	CITROEN	200		(automatic)	725	
Sapphire 346 limousing	e 1,910	2,707	2 c.v. ID19	398	565	Convertible	725	
ASTON MARTIN			DS19	998	1,415	Estate car	825	
DB Mk, III	2,050	2,905		1,130	1,630	Zodiac	675	957
(automatic)	2,220	3,118	V-8 SP250	984	1 200	(automatic)	790	1,120
DB4		3,755	Majestic	1,760	1,395	Convertible	873	
DB4GT	3,200	4,534	DO 450	2,113	2,495 2,995	Estate car	895	1,269
ASTRA			DQ 450 DK 400A	2,974	4,215	FORD (Germany)		
Utility	308	308	DK 400B	3.063	4,340	17 M two-door	800	
AUSTIN			D.B.	-,		Four-door		1,198
Seven	350	497	Rally HBR5 coupé	1.299	1,842	Combi	830	1,177
Seven de luxe	378	537	DELLOW		7,	FRAZER NASH		
Countryman	444	630	Mark VI	575	815	Sebring	2,300	3,259
A.40	450	639	Mark VI Sports	625	887	Continental	2,500	3,550
A.40 de luxe A.55 Cambridge	458 565	651 802	Special equipment	665	943	GOGGOMOBIL	220	447
A.55 de luxe	585	830	D.K.W.			Regent 300	329	467 486
A.99	810	1,149	Fixed-head	774	1 098	Regent 400 Mayfair 300	416	590
(automatic)		1,219	Four-door	886	1,256	Mayfair 400	429	608
Gipsy (petrol)	650	650	Universal estate car	869	1,232	Mayfair 400 Royal T 700	473	671
Gipsy (diesel)	755	755	1000 fixed head	888	1,259	HILLMAN		-
AUSTIN-HEALEY			Two-seater Sports	1,470	2,084	Minx Special IIIA	509	722
Sprite	445	632	DODGE			(automatic)	597	847
3000	824	1,168	Custom Royal	2,230	3,160	Minx de luxe IIIA	539	765
BENTLEY			EDSEL			Convertible IIIA	615	872
52	3,995	5.661	Ranger		2,445	Estate car IIIA	605	858
L.w.b.	4,900	6,943	Corsair	1,808	2,562	Husky	465	660
James Young I.w.b	5,870	8,317	FACEL YEGA			HUMBER		
H. J. Mulliner convertible	e 5,265	7,460	HK 500 hardtop	3,150	4,467	Hawk		1,191
Continental II			(automatic)	2,980		(automatic)		1,354
Park Ward Convertible	5,545	7,857	Special equipment	3,200	4,534	Estate car		1,411
H. J. Mulliner 2-door	5,730	8,119	Excellence	4,140	5,866	Touring limousine	920	1,304
Tlying Spur	5,730	8,119	FAIRTHORPE	4.00		Super Snipe	1,025	1,453
lames Young 2-door	5,785 5,855	0.197	Atomota	447 503	634	(automatic)	1,140	1,626
	3,033	0,270	Electron Minor	807	714	Estate car	1,125	
BERKELEY			Electron Mk, II	807	1,144	Touring limousine		1,373
B.95	442	628	FERRARI	4 200		ISETTA (Gt. Britain	258	2//
Hardtop B.105	462 459	657	250 G.T. coupé	4,200	0.091	300 Plus	236	366
Hardtop	481	674	FIAT	250	400	JAGUAR	1010	2 4/0
QB.95	479	680	500 convertible	350	499	2.4	1,019	
Hardtop	502	713	500 Sunroof 600	370 432	525 613	2,4 Mk, II 3,4		1,534
QB.105	496	703	Convertible	452	641	3.4 Mk. II	1,177	1,669
Hardtop	512	727	Bianchina	510	724	3.8 Mk. II	1,255	1 779
B.M.W.			Multipla 4/5	532	755	Mk. IX	1,329	1.884
501 2.6	1,633	2,321	Multipla 6	540	766	3.4 XK 150 coupé	1,175	1,666
		2,792	1100	579	820	3.4 XK 150S Coupé	1,457	O DEE

Continued on next page

Mr. G. L. Divall has been appointed puty general manager by Yeoman deputy general manager by Credit, Ltd., of London.

Mr. Charles Holditch is the new sales manager of Wolseley Motors, Ltd., of Cowley, Oxford. He joined the publicity





department of the Nuffield Organization in 1951, transferring to production planning in 1955.

Mr. G. W. Arthur has become district manager in the Eastern division of the National Benzole Co., Ltd.

Mr. G. Saville has been appointed a director of St. George's Car Service, Ltd., of 7, Berkeley Square, London, W.1.

Dr. F. E. King, F.R.S., has been appointed scientific adviser to the refineries and technical department of the British Petroleum Co., Ltd.

Mr. R. A. Munro has become manager of marketing services department and Mr. D. L. John, manager of automotive sales at the central office of the Regent Oil Co., Ltd.

Mr. F. S. Mitman and Mr. S. H. Ashby have been appointed directors of Auto Transmissions, Ltd., of Coventry. Mr. Mitman was formerly deputy chair-man and managing director of Borg-Warner, Ltd., and Mr. Ashby has been chief engineer of the company for the past 16½ years.

"Have You £2,000 odd to Spend on a Car?" then ... "TRY A PORSCHE"

says Michael Anthony.



On the Continent there is a great demand for a

"On the Continent there is a great demand for a high speed, safe, comfortable long-distance touring vehicle, and it is to meet this demand that the Porsch has been developed.

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true.

"The car emerges to-day as certainly the most outstanding from the point of view of road-holding and safety available to the motorist."

"Horseld."

"Brighton & Hove Herald." October 10, 1959

#### FRAZER-NASH

Sole Porsche Concessionaires for G.B.

Isleworth - Middlesex

Welbeck Viewpoint (No. 223 of a series)

## An open letter to the readers of The Daily Express

We were surprised to read Chapman Pincher's "Column of Disclosure" in the Daily Express dated 12th November, in which he spoke of a brilliant business move by a Finance Company which would mean that British Servicemen abroad could buy new cars on special terms.

I would like to point out that there is nothing new in this whatsoever: this Company have been operating a special scheme called "Fords for the Forces" for a very long time. We introduced it in late 1957 and heavy advertising for it has appeared regularly since October, 1958. We are very pleased that because of the enterprise of this Finance Company the advantages of our scheme might soon be offered to many motor dealers for many makes of cars, but we consider it unfair that the Finance Company in question informed the Daily Express that they were the originators.

An announcement from

Welbeck Motors Ltd 109 Crawford Street, London, W.1 Welbeck 1139

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Unusual Fine Cars

1952 Series 4½-litre BENT-LEY Sports saloon, with attractive coachwork by Freestone & Webb Ltd., finished in black and grey with pale grey interior, fitted with sliding roof and radio. Recent engine overhaul and in superb condition.

I ROBERTS MEWS, LOWNDES PLACE

(off Eaton Place, S.W.I)

# Autocar NEW CAR PRICES

U.R.	List (i	K. Tota		E. List (i	K. Total		U.R.	. Total
JAGUAR (Contd.)	£	£	M.G. (Contd.)	£	I £	PORSCHE	£	1 £
3.8 XK 150 coupé		1,942	Twin Cam		1,196	1600D convertible	1,330	1.885
3.8 XK 150S coupé	1,535	2,176	Magnette III	714	1,013	1600 fixed head	1.371	1,943
JENSEN		-	MORGAN		1	1600 detachable		1.
	1 010	2,707	4/4 2-seater	498	707	hardtop	1,494	2,118
541R	1,210	2,/0/	Competition	550		500 detachable		1
LANCIA			Plus 4 (TR) 2-seater	645		Cabriolet	1.535	2,176
Appia	1,120	1,588	4-seater	660		Super 90	1,700	2,409
Farina coupé		2,169	Coupé	693		PRINCESS		1
Zagato Sport		2,254	MORRIS	4.5	103	3-litre	005	1.397
Flaminia		3,429	Mini-Minor	350	497	(automatic)		1,467
Zagato Sport	2,670	3,782					1,035	1,539
LINCOLN			Mini-Minor de luxe	378		Limousine		3,047
Premiere	3.067	4,346	Minor 1000 2-door 2-door de luxe	416		4-litre models	2,130	3,047
Continental Mark IV	3 724	5,277	4-door de luxe	436	619	RAMBLER		1
	-,	0,00	4-door de luxe	441		American Super	1,102	1,562
LOTUS			Tourer	464		Estate car		1,673
Seven	690	978	Tourer de luxe	436		Six Super	1,228	1,741
Elite		1,949	Traveller	471		Estate car	1,335	1,892
Sports 45		1,575	Traveller de luxe	491	669	Six Custom	1,269	1,799
Club 75	1,583	2,248	Oxford V	575	697	Estate car	1,390	1,970
Le Mans 85	1,807	2,569	Oxford V de luxe	595	844	Ambassador vee-8	1,480	2.098
MERCEDES-BENZ			Traveller	665	943	Hardtop		2,200
180	1.195	1.694		603	743	Estate car		2,271
180D (diesel)	1.259	1,785	N.S.U.			Ambassador Custom		2,169
190		1,772	Prinz	426	605	Estate car	1,662	2,356
190D (diesel)		1,928	OLDSMOBILE			RENAULT		1
190SL	1,930	2,735	Dynamic 88	1,880	2.664	705	437	620
220	1,587	2,249	Super 88	2,010	2,849	Dauphine	505	
220S de luxe		2,490	Convertible	1,980	2,806	Gordini-Dauphine	598	
220SE		2,690	98	2,320	3,288	Floride		1.191
220SE coupé	2,917		OPPERMAN			Coupé		1.212
300 de luxe	3,685	5,222	Unicar T	283	402	Fregate		1.268
300SL Roadster	3,750	5,314		203	102	Transfluide		1,400
MERCURY (Ameri	· ·		PANHARD			Manoir estate car		1.463
Monterey	1.839	2 606	PL17	705	1,000	Domaine estate car		1,248
Montclair	2,126	3,013	PEERLESS		-	RILEY		1.,
Park Lane	2,575	3 649	G.T. 2-litre	1,100	1,559	One-point-five	575	816
Estate car		2,944	PEUGEOT		1100	4 Sixty Eight	725	
Market		4,711	203	650	922		143	1,020
MERCURY (Canad	ian)		430	796	1.129	ROLLS-ROYCE		1
Monterey	1,729	2,451	Estate car	865		Silver Cloud II		5,802
Montclair	1,998	2,832		003	1,24	L.w.b.	4,995	7,077
Park Lane	2,420	3,429	PLYMOUTH			H. J. Mulliner		
Estate car	1,952	2,766	Belvedere		2,764	convertible		7,602
MESSERSCHMITT			Fury	1,960		James Young I.w.b.	4,965	8,452
Tg500	450	638	Hardtop	1,995	2,827	Phantom V		
	-		PONTIAC			Park Ward 7-pass.	6,285	9,905
METROPOLITAN	100	707	Laurentian	1,545	2,190	James Young 7-pass.	6,630	9,394
Hardtop	498	732	Parisienne	1,626	2,305	lames Young touring		
Convertible	516	132	Catalina	1,665		limousine	6,430	9,110
M.G.		-	Four-door	1,697	2,405	ROVER		
MGA 1600	663	940		1,941		80		1,365
Hardtop	714	1,027	Four-door hardtop	1,974	2,798	100	1.085	1,538

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3-litre	1,210		A.35 Sports	575	815	Cresta Friary	923	1,309
automatic)	1,315		Climax Sports	750	1,063	VOLKSWAGEN		
Land-Rover II 88in	650	650	TVR			Basic	435	617
Diesel	740	740	Ford-engined	660	965	De luxe	505	717
Estate car		1,049	Supercharged	725	1.062	Convertible	682	968
109in	730	730	12/20 Climax	950	1.385	Karmann-Ghia coupé	822	1.160
Diesel	820	820	VAUXHALL		1,000	Convertible	929	1,317
Estate car	860	1,219	Victor	505	717	VOLVO		
SIMCA ARONDE			Victor Suber	530	752	1225	960	1.36
P.60 de luxe	532	755	Victor Super Victor de luxe	565	802	WOLSELEY	200	1,00
P.60 Super de luxe	565	802		605	858	1500	620	75
Chatelaine	650	922	Estate car Velox II	655	929	15/60	530	93
Elysée	615	872		715		6/99		1.25
Montlhéry	632	896	Cresta II					
Grand Large	699	991	Velox Friary	867	1,222	(automatic)	733	1,32
Monaco		1.028	· MC	OTO	RIZED	CARAVANS		
Plein Ciel hardtop		1.446	AIRBORNE			LISBURNE (Contd.)		
Oceane convertible	1,080	1 531	Thames 10/12 cwt	858	_	Sleep-a-Kar Austin 152	880	
	.,	1,001	15 cwc	868	_	Morris J2	880	=
SIMCA VEDETTE			CALTHORPE	000	-	LAND CRUISER	000	_
Beaulieu	965	1,369						
Chambord	1,100	1,559	Home Cruiser Austin	000		Commer 30 cwt	1,450	_
SINGER			152	892	-	De luxe	1,575	sette
Gazelle IIIA	598	848	Bedford 10/12 cwt	795	-	MARTIN WALTER		
(automatic)	686	973	Morris J2	892	-	<b>Bedford Dormobile</b>		
Convertible	675	957	Standard Atlas	849	-	Two-berth	735	-
Estate car	665	943	Thames	825	-	Four-berth	785	-
	003	713	BLUEBIRD			Thame, Two-berth	811	-
SKODA			Highwayman Austin 152	875	-	Four-berth	826	_
440	525	745	CAR CAMPER			MOORTOWN		
Estate car	695	986	Austin 152 four-berth	848	_	Volkswagen Microbus	962	make
450 convertible	725	1,028	Five-berth	858		Microbus Mark II	858	-
STANDARD			Morris J2 four-berth	848	-	PARALANIAN		
Companion estate car	495	702	Five-berth	858	_	Austin 152	1.025	_
Ensign	599	850	KENEX	050		De luxe	1.250	_
Vignale Vanguard	695	986	Carefree Bedford	780	-	PETER PITT	.1000	
(automatic)		1.148	De luxe	843	_	Austin 152	866	_
Estate car	770	1.093	Long wheelbase	805	=	Morris J2	886	_
	****	1,075	De luxe	868	= 1	Thames	825	_
STUDEBAKER				000	_	Volkswagen Microbus	912	=
Lark 2-door (6-cyl.)		1,596	LISBURNE			WESSEX	212	_
Estate car		1,829	Devon Volkswagen	010			000	
Lark Regal (8-cyl.)		1,831	Microbus	910	-	Moris	898	_
Estate car	1,415	2,006		,105	-	SLUMBERWAGEN	895	
SUNBEAM			Microbus II	930	-	Volkswagen Microbus I		_
Alpine	685	972	De luxe	,125	_	Microbus II	937	_
Rapier IIIA	695	986		TH	REE.W	HEELERS		
Convertible	735		Beelselen	331			289	350
			Berkeley	302	367	Messerschmitt KR200	275	33
TRIUMPH	400		Bond Tourer	310	367	Nobel 200	325	33
Herald	495	702	Family	311	378		363	44
Coupé	515	731	Frisky			Reliant Regal		27
TR3	699	991	Heinkel	320	389	Scootacar	226 309	37
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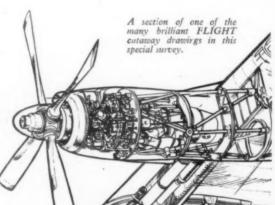
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VOLKSWAGEN de luxe saloon, sun roof, extras, screen washer, wing mirrors, spot lamp, colour Polar silver, immaculate £635 washer, wing nurrors, spot tamp, colour Polar silver, immaculate VOLKSWAGEM de live saloon, registered Dec. 1957, a 1363 Model, extras, petrol gauge, screen washers, colour Capri blue, low mileage, taxed.

VOLKSWAGEM de lixes saloon, oun roof, extras, twin-spot lamps, ving mirrors. American bumpers, grab-spot lamps, ving mirrors. American bumpers, seat coverts, colour Prarie beige.

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Mark II JAGUAR 3.4 Saloon, JAGUAR Mar, IX Saloon, JAGUAR XK 150 Hard Top Coupe, LOTUS Elite Gran Turismo Coupe, AUSTIN Healey Sprite, Alexander Conversion extra, A.40 Farina, Alexander Conversion extra, HILLMAN Minx, Alexander Conversion extra, SIMCA Elysee, Alexander Conversion extra, SUNBEAM Rapier Saloon, HILLMAN Minx "Easidrive" Saloon.

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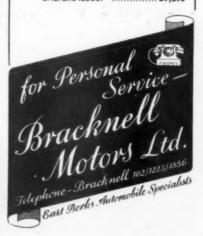


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1958 FORD Anglia, Newark grey, heater,
1958 TRUBER TRZ, BRG, overdrive, hardtop,
alling windows, Michelin 'X,' heater, sercen-

wash
1957 FORD Consul, Hereford green, heater, radio, etc.
1957 VAUNHALL Cresta, white black, radio, etc.
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1958 HILLMAN Minx Estate, foam/antelope, heater,

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**£78**5

£835

heater, radio.

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£669

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NOVEMBER 1959

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"Some people seem to think the story was just a publicity stunt, but it really did happen," said Mr. Posnett who has his own motor business, G.R.P. Autos of G.R.P. Autos of New Malden, Sur-rey, and is a regular buyer at Southern Counties Auctions. "A friend of mine went out to Australia a short time ago and started



time ago and started dealing in cars out there. He put a personal call through to my office and the G.P.O. rang round everywhere until they found me here at the auction. My friend asked me if there were any Morris Minor Travellers in the sale. I told him there were and he told me to buy them for him and ship them out. Apparently they can't him and ship them out. Apparently they can't

get them at any price."

To prove it, Mr. Posnett then showed us an airmail letter he had since received from Australia airmail letter he had since received from Australia confirming these instructions. And when we asked him if that didn't prove that Southern Counties auctions are indeed the hub of the used car business, he retorted: "It doesn't need a 'phone call from Australia to prove that. I've travelled all over the country, buying and selling cars, and, believe me, I've never found a firm to touch Southern Counties."

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THURSDAYS at BIRMINGHAM: Racecourse, Bromford Bridge, Birmingham 35. East 0336.

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	p. £20 and 48 H.P. inst £9	14 8
	METROPOLITAN £625	0 0
Der	p. £20 and 48 H.P. inst £17	0 4
	UXHALL Victor £625	0 0
Dej	p. £20 and 48 H.P. inst £17	0 4
	STIN A35 saloon £495	0 0
	p. £20 and 48 H.P. inst £13	7 0
	3. Magnette H/W £675	0 0
Dep	p. £20 and 36 H.P. inst £22	16 8
1955 VA	UXHALL Cresta £495	0 0
Dep		11 3
1324 SIM	IGER 1500 £295	0 0
Dep		11 10
1824 WO	RRIS Oxford	0 0
Dep		10 2
	9. 11-litre saloon £425	0 0
	p. £20 and 36 H.P. inst £14	2 5
	DLSELEY 6/80 saloon £295	0 0
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	STIN 16 saloon £250	0 0
	p. £20 and 36 H.P. inst £8	0 6
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condition throughout
1956 NFORD, one owner,
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1956 (Nov.) FORD Consul Mk. II, many extras.
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1955 AUSTIN A.30 2-dr. saloon

1954 AUSTIN A.30 2-dr. saloon

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1959 YAUXHALL Victor Super sal.

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#### USED CARS

1956 SIMCA Grand Large, one owner. 

1955 A30 4-door, recond. engine, one owner..... £379

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A NTHONY CROCK, sole concessionaires, new Abarth in stock, used 1959, 100mph, 2-seater, Grand Touring, 5,000 miles, £1,700; used 750 (converted 600 Fiat), 5,000 miles, £1,700; used 750 (converted 600 Abarth, \$1,000 miles since c.nversion, £700.—The Round-about, Hersham, Surrey. Tel. Esher 4580. [C1065]

A.C.

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A.C 1948/49 2-litre saloon, grey, cream, l.h.d., v.g. condition; £200 o.n.o.; new tyres.—Pop. 0749, [1930]

A condition; £200 o.n.o.; new tyres.—Pop. 0749. [1930]

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A CECA-BRISTOL. January 1957, pearl grey, recent engine overhaul, 25,000 miles, H.M.V. radio; 21,25.—A. J. Hallam, 175, Nottingham Rd., Eastwood, Notts. Langley Mill 2301. [1955]
1951 | A.C. 2-litre saloon, no expense spared to the combe Rd. Nth. St. Leonards-on-Sea, Hastings and Rd. Nth. St. Leonards-on-Sea, Hastings

5 —A.C. Acedes sun saloon, connoisseur's car, superb condition, tip-top maintenance, 1949, "54's condition; lists 100 gustanteed cars.—Ben-li, Clarendon Rd., London, W.II. Park (50 yards Holland Park Tube.)

5066.7. (50 yards Holland Park Tube.) [Cl017]
A CECA-Bristol 128bhp 100D2 (latest series) disc
braked, powder blue coupe in absolutely new condition, genuine low mileage specimen, fitted radio
healer: £1,699, and offered with the written guarantee
of Rudds, the leading AC distributors and winners of
the 2-litre class at Le Mans this year: demonstrations
at your address by arrangement.—41, High St., Worth
ing 7775.4. Other AC, new and second-hand in stock.

S. H. RICHARDSON & SON, the M.G. specialists.

WANTED. Aceca Bristol, urgent.—Gold S.
Garage, Moorlane Staines. Colubrook 2256. Garage, Moorlane Staines. Colubrook 2258.

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XXX H. F. Edwards are excellent cash buyers of don, W.1. Langham 0012.

A.C. sole distributors. London and Middlesex.—

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S.W.7. Fre. 7711.

FOR good used A.C. salocus and Bucklands special-ised repairs and spares contact.—Fletcher & Co., 3. Beckenham Rd., Beckenham, Kent. Beckenham, 7744. (0596/R

ALFA-ROMEO Giulietta Sprint 1956, detachable hard top, radio, attractive car, exchange.—81, Alresford Rd., Winchester. (C4087

ALFA-ROMEO Giulietta Sprint Veloce 1957, 15,000 miles, ivory, with maroon interior, two owners, full history known, in excellent condtion throughout: history known, in excenent constitutions of the second sec

1957 1900 Super, one owner, passed by concession-aires, immaculate throughout: £1,585.—Chip-stead Motors, 142, Holland Park Ave., London, W.II. Park 3445.

#### SALES & WANTS

Turn to page 100 for Advertisement Form

ALFA-ROMEO

ALFA-RUMEU
1957 1900 Super saloon, r.h.d., radio, heater, loos
cost 22,600, immaculate, now offered at £1,496.—Elm
bridge Motors, Ltd., By-Pass, Tolworth.
[C408]

1957 (September) Alfa-Romeo Giulietta Spyder one owner, regularly serviced and maintained, superand immaeulate condition.—Sole London distributors & Morris & Co. 40 Conduit St., W.1 Regent 043

£498 —Alfa-Romeo 2.6 sports saloon, ultra modern tional opportunity, 1950, better most 55 s; lists 100 guaranteed cars.—Benmotors, 1. Clarendon Ad. London, W.il. Park 5066 7. (50 yards Holland Park Tube.)

1956 (Nov.) Alfa-Romeo 1900 Super saloon, undermileage 19,603 (certified genuine), with all original
Michelin tyres still very good, and original spare unused, spot lamp, one owner since we supplied new at
a cost of approx. £2.750; will accept for this car which
is nuperlative condition and never been driven at
more than 60 m.p.h.. £1,395.—Cordingley & Sons
Ltd., Hasilingden, Lancashire. Tel. Rossendiale 1731.

BARTLETT.—Consult us before selling or exchanging your Alfa-Romeo.—27. Pembridge Villas, W.11. (W1013

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848-9.

ALLARD EATON MOTORS.

1949 Allard 4-seater drop head, fitted new engine, red leather, exceptional condition; £245.

EATON MOTORS, Eaton Socon 256 (St. Neots), [C2114]

1952 Allard K2 2-str. tourer, grey, recon. eng miles, alloy body, new batts., plugs mirrors, immaculate 105 m.p.h.; £295.—H.P.

165gns.—Allard, 1949 drophead coupe, p.v.c. open 9-7 weekdays and Saturdays,—Rowland Hampstead (Tube), N.W.3. Hampstead 6041.

ROWLAND SMITH'S, the Allard buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018 R

ALVIS. EATON MOTORS.

1952 Alvis 3-litre saloon, original gleaming black cellulose, light tan leather, the whole car is superb, fitted H.M.V. twin-speaker radio, twin Marchal spots, excellent tyres, Grey Lady modification; we suggest it is the finest available at the price of £550; gest it is the finest available at the price of £550; fully guaranteed.

EATON MOTORS, Eaton Socon 236 (St. Neots).

[C2114]

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1949 black TA14 saloon; £425.

1948 Alvis TA14 Tickford coupe: £395.—Gatehor Motors, Ltd., Highgate Village, London, N

BROOKLANDS OF BOND STREET

OLE London distributors. NEW Alvis 3-litre saloon and drop head coupes fo, immediate delivery, 103, New Bond St., London, W.1. Mayfair 8351.

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1953 3-litre Aivis drop head coupe, finished in 1953 black, red interior, very good condition: E655.—Hanworth Rd. (Hounslow East Tube). Middx. Hounslow 6205.

1951 Alvis 3-litre saloon, heater, excellent, guar-antee1; £360,—Oldfield. 386, Kensington High St., W.14. Wes, 6631.

1952. sunroof, maroon, extras, most exce order: £465; 6 months' guarantee!—T & Frazer, 63, Chalk Farm Rd., N.W.1. Gul.

1952 Alvis 5-litre saloon, maroon with beige flash.
The Reliance Garage. Norwich, Ltd. Tel. 2891-5.

17000 miles!! Alvis 1953 (May). black, maroon car; £535.—Vandervell Bros. Ltd., 215, Haverstock Hill, N.W., S. Swi, 4441.

Hill, N.W.3. Swt. 4941.

295 ans.—Alvis. 1952 3-litre saloon. sliding head, condition; written guarantee; choice of 2; terms. exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smtth, Hampstead (Tube), N.W.5. Hampstead (C4018)

3-LITRE Aivis 100 m.p.h. 4-seater saloon, mileage chunder 60,000, TC modification, bodywork saulies chunder 60,000, TC modification, bodywork saulies gardiess of cost. 1951; price \$485 e.h.o.; examination welcomed.—Sharp, 63, Tilehouse Green Lane, Knowle, Warwickshire. Tel. Knowle 2680, [2195

GOOD Alvis Cars Wanted
GAmenbury Lane, Harpenden, Herts. Harpenden
[W200] GATEHOUSE MOTORS pay cash for good used Alvis cars.—Highgate Village, London, N.6. Mountview [W2021

ROWLAND SMITH'S, the Alvis buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. (W4018 R

SERVICE and spares for Alvis cars.

J. JAMES (LONDON), Ltd., 832, Finchley Rd., Golders Green, N.W.11, Speedwell 6762, [0094/R MANCHESTER Alvis Distributors.—A. Freeman Ltd., Grosvenor Garage, Burnage Lane, Man-chester, 19. Rusholme 2874-5. [0653/R

L ANCASHIRE specialised sales, repair and spare parte service; large stocks available.—Parkers, Ltd., Deansgate, Manchester, and Bradshawgate, Bolton, 10383

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NEW Ford Fairlane for immediate delivery.

NEW Ford Galaxie, r.h.d., immediate delivery.

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1957 Ford Fairlane 500, r.h.d., automatic, self-seeking radio, many extras, immaculate; £1,450.—Acorn 6911-2-3. (C411)

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1957 Buick Roadmaster Riviera, red and white, 1957 every extra. £1.750.
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#### HALF WAY 1959 Ford Skyliner, 4,000 miles, automatic, all 1959 rh.d. Chevrolet Impala, fitted auto power brakes, pearl white. 1958 steering, all other extras. 1958 rh.d. Ford Country Sedan, blue and ivory. AUTOS, THE American Car specialists of Essex, Southend Arterial Rd., East Horndon, Essex, offer for sale:— 1959 Mercury, all power equipment, low mileage, finished in white, 1959 De Soto Fireflight convertible in metallic silver with red and silver interior, all chrome and silver dashboard, with power steering and brakes, also hood, radio and heater fitted, automatic transmission beater, and the same power-operated seats. 1959 3-tone grey interior, power brakes and steering, automatic transmission, radio and heater. 1958 Ford Fairlane, blue and white with 2-tone matic transmission, radio, heater, r.h.d. Mercury Park Lane convertible, all power interior, cover brakes and steering, automatic transmission, radio, heater, r.h.d. 1958 Mercury Park Lane convertible, all power interior, cover brakes and steering, automatic transmission, radio, heater, r.h.d. 1958 r.h.d. Chevrolet Bel Air Sedan, ivory and red. 1958 (Series) Chevrolet Corvette, fuel injection, 1958 teeries] Chevrolet Corvette, fuel injection, red white 1956 Buick Century Riviera sedan, automatic power brake, steering, all extras, as new 1955 Cadillac Fleetwood Sedan, 24,000 miles only. 1955 Packard Patrician, every possible automatic, powered and electric extra. 1955 Packard Carribean automatic convertible, powered extra. 1954 Mercury Montrery sedan, exceptional condition throughout. TRADE enquiries welcome. mterior. 1958 Chevrolet Impala convertible, yellow with metrior. 1958 Chevrolet Impala convertible, yellow with yellow with yellow with yellow with yellow the properties of TERMS and exchanges arranged.—332, Eastern Ave., Ilford. Valentine 4674. TOE THOMPSON MOTORS, Ltd. COR the latest 1960. DODGE, Plymouth, Chrysler models. 1960 Ford Galaxie, Fairlane and convertibles. A LSO high quality used cars. 1959 Dodge Royal Sierra station waggon. 1957 Ford 9-seater station waggon. fawn. 1934 Ford Sun Liner convertible, pale blue, autonatic transmission with 2-tone matching interior, radio, matching and insurance facilities; part exchanges welcomed; demonstration arranged. HALF WAY AUTOS, Herongate 394. 1958 Cross Country station waggon. 1955 Chevrolet station waggon. 1959 Ford Fairlane 500, 600 miles, as new. SCOTT CARS 958 Chevrolet Bel-Air. SEE our advertisement under Buick, Chevrolet, Ford Fairlane, Plymouth, Pontiac, Studebaker, SCOTT CARS, 341-547, Finchley Rd., Hampstead, London, N.W.3 Hampstead 8676/7779, [C4016] 1956 Studebaker Golden Hawk. 1955 Studebaker President. 1955 Oldsmobile 88. JOE THOM? SON MOTORS, Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Tel. Kensington 4858. FIRST and foremost in American cars. NEW and good quality used. PROOKSIDE MOTORS (CROYDON), Ltd. EARLY and immediate delivery. 1958 Fairlane, Thunderbird engine, radio/heater, 1956 Buick, all extras, excellent condition. SOLE distributors American and Canadian. MERCURY for United Kingdom. 956 Fairlane, R.H.D., very nice car. ONDON agent for complete American Ford range. 1955 Packard Patrician saloon, beige over brown. seeker radio, every extra, cost new £4,000, very at-INCLUDING new Falcon compact car, and Lincoln, Mercury, Edsel. ONDON agent for Imperial, Chrysler, De Soto, Dodge and Plymouth. 1955 Cadillac, blue, well above average. 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Whitoway, stering, etc., hydramatic, colour 1955 Cadillac convertible, full power equipment, power top, hydramatic trans., colour ice blue. 1954 Ford Ranch Wagon, radio and heater, colour 1957 Ford Fairlane 500, automatic, r. & h., ail extras. 1955 Hudson Rambler Super, overdrive, radio and 1953 Chevrolet convertible, radio and heater, all 253 Chevrolet convertible, radio and heater, all 1955 Hudson Rambler 4-door Farina saloon, fitted heater, radio, overdrive, immaculate condition; £695.—Bridge Motors, Leatherhead 2564. [C1136] RHD 1959 Ford Fairlane 500 4-door 9-passenger country sedan, automaitc, r. & h., all BRITISH & COLONIAL MOTORS. Ltd offer the innest selection of new and used American cars in the United Kingdom. DISTRIBUTORS for Chevrolet and Pontiac cars; agents for all General Motors products. NEW 1960 Chevrolet Impalas and Pontiac Parisiennes now in stock. 1953 Buick Super, radio and heater, all extras. 1955 Bulca super, readio and heater, an extras. 1955 all extras. 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[C2114]

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FOR the superb new Star Sapphire; may we demonstrate this to you?

OFFER the following used examples:—

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1953 Armstrong Siddeley Whitley 6 Light saloons one careful owner, known history, grey with brown leather; £345.—Caffyns, Ltd., Seaford. Tel.

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E575.—Tel. Ambassador 0545. [2190]
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1955—6 Armstrong Siddeley Sapphire, pre-selectric gear box, one owner since new, low milesten, for the state of the s

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1955 - (September) Armstrong Siddeley limousine
maroon leather, mileage 29,288, fitted with power
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GROVENOR GARAGE, London Rd., Newcastle,
Staffs. Tel. 64781.

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£498.—Armstrong Sapphire 1954, beautifully maintained, all electric, almost like new, host extras; lists 100 guaranteed cars.—Benmotors, 1, Clarendon Rd., London, W.II. Park 5066.7, (50 yards Holland Park Tube.)

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ALEE & SAUNDERS, Ltd., require 18hp or Sapphire 346 limousines in above average condition.

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1957 Aston Martin 3-litre, chrome wire wheels: 1957 £2.100 1958 Aston Martin Mark III. overdrive. radio: £2.600.—C. L. & H. L. Blundell, Ltd.. Christ-church Rd.. Folkestone 51988. [Cl108-2

1958 DB Mark III, immaculate, primrose, blue top, 21,000 miles, recently decarbonised at factory. GUARANTEED faultless: £2,350; private owner.—Carpanini, 110, Queen St., Cardiff. Tel. 31997.

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1954 Aston Martin DB2-4 saloon, B.r. green, Van-tage engine, radio, heater, sliding roof, etc., excellent condition; £1,245.—Grosvenor Motors, 111-115. Ribbleton Lane, Preston, Lancs. Tel. 56974. [2222

1954 model DB2-4, 28,000 miles from new finished in B.r.g., fitted Alfin drums, twin exhaust, a quick sale; £1,25.—Pippbrook Garage, London Rd., Dorking S81.

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radio, etc; £1,150.—UX. 5501 (usy-time).

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Bayswater 0523.

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ASTON MARTIN saloon or drophead wared mmed-lately, please send details and price required, for prompt cash settlement.—135, High St., South, Lon-don, E.6. Gra. 534.

MERCURY offer: £375 —1956 A30 estate car in immaculate condi-tion, finished in dark green, excellent tyres taxed, £75 deposit, exchanges—Mercury Motors, £24, Harrow Rd., Wembley, Tel. 6058.

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1955 Austin A30 4-door saloon, grey, heater; £385. 1955 Austin A30 2-door saloon, black, heater; £375.

WARWICK WRIGHT, Ltd., 395, Edgware Rd., N.W.2. Gladstone 0041. [C4137 KENTON CENTRAL GARAGE, Ltd., offer:-

AUSTIN A30. 1955; £360.—381, Kenton Rd., Kenton, Middx. Tel. Wordsworth 0251. [C3155] ton. Middx. Tel. Wordsworth vox. 1955.—Northwood 1955 Austin A30 4-door saloon; £395.—Northwood 3271.

[25129] 1955 A30 2-door, heater, perfectly maintained car; £359,—13, Coombe Rd., Kingston, Surrey, Kingston, 8886.

£445—Austin A30 genuine estate car, 1956-7, choice 2; ists 100 guaranteed cars.—Bennodtors, 1. Clarendon Rd. London, W.11. Park 5066-7, (50 yards Holland Park Tube.)

425 sns.—Austin A30. 1956 4-door, heater, screen washers, one owner, excellent condition, witten guaraniee; terms, exchanges; list; open 9-7 weekdays and Saurdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041.

Tube), N.W.5. Hampsteas Series Wanted

ROWLAND SMITH'S, the A30 buyers; highest cash prices.—Hampstead High St., N.W.5. [W 4018/R] (W 4018/R)

DENHAM MOTORS (EAST MOLESEY), Ltd., offer:

1959 Austin A35, privately owned, full range of colours, very low mileage, choice of 6, from (8641

1957 A35 2-door, blue, heater, 18,000 miles, owner, carefully maintained in supers contion, really perfect; £425; private sale but h.p. possif—Wim. 1420 evenings.

#### USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

CAR MART, Ltd. AUSTIN A35 OFFER with 6 months' guarantee.

£475.—A35 2-door, heater, reg. 1958.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston [C1039]

H. A. SAUNDERS, Ltd.

1958 Austin A35 4-door saloon. Tweed grey, red upholstery, recorded mileage 16,560, heater;

1958 Austin A35 2-door saloon, Tweed grey, red upholstery, recorded mileage 17,362, heater;

1957 Austin A35 2-door saloon, blue, blue uphol-1957 stery, recorded mileage 21,206, heater; £485, 1958 Austin A35 2-door saloon, Tweed grey, red upholstery, recorded mileage 11,264, heater;

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12, Hillside 5272 (8 lines). [C4092 SPEEDWELL, Ltd., offer:-

1958 Austin A35 team car, to full racing specifica-

box. £465.

1957 Austin A55 clubman engine, c/r box, guaranteed 12 months £615; or with standard
engine and gear box. £465.

1957 Austin A35 de luxe 2 door, white: £450.

Finchley Rd, N.W.II. Tel. Spe. 2226.

[2123]

H. BEART & Co., Ltd , offer:-

1957 Austin A35 4-door de luxe saloon, black, fitted radio and heater, superb order; £445.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348.

WARWICK WRIGHT, Ltd., offer:-

1957 Austin £35 4-door saloon, green, heater; £450. WARWICK WRIGHT. Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041.

WARWICK WRIGHT, Ltd., offer:-

1957 Austin A55 2-door saloon, black, red uphol-1957 stery, heater, 14,000 miles; £475. WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham (6250.)

1958 (July) A35 2-door, tweed grey, heater, radio, etc.; £495.—Wallington 8675.

1958 (June) Austin A35 2-door saloons, one owner; GEORGE NEWMAN & Co., 369, Euston Rd., London, [C3023]

1958 A35 2-door de luxe, one owner, heater, blue; £520.—Campbell Symonds. Alperton 1515.

1957 Austin A35 saloon, heater green, 4 months' Garage (Brighton), Ltd. Tel. 27045/29545.

1957 Austin A35 2-door saloon, grey: £445.— ford, Middx. Ashford 3671-2. [C1080]

1957 A35, black, 15,000 miles, heater: £465.— Sted. Burgh Heath 2721. Burgh Heath 2721.

A35 de luxe 2-door August 1957, heater., demister, wing mirrors, 19,485, grey, red interior, regularly serviced.—Box 6038.

1957 A35, one owner, heater, grey with red in-

COUNTRYMAN (Sept.) 1957 A35, 4,000 miles only, virtually indistinguishable from new; £495.—Finch-ley 1503.

1959 Austin A35 2-door de luxe, one owner, low mileage (8,000); £515.—Ascot Service Station, High St., Ascot, Berks. Ascot 1649. 1957 Austin A35, one owner, as new; £485.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey. Tel. 4873-4.

1957 (July) Austin A35 2-door saloon, green, one miles only, taxed; £465.—Black Horse Garage, Richmond 6441.

A USTIN A35 (2). 1958: £475; deposit £48: 60 monthly payments of £10/13/8.—Shepton Mallet Transport, Ltd., 58, Wilson St., Finsbury Sq., London, E.C.2. Tel. Mon. 7684.

A35 vans urgently required; top cash prices; full details to J. H. Gains, 2, Chatsworth Ave., Chesterfield.

ROWLAND SMITH'S, the Austin A35 buyers; highest Cash prices.—Hampstead High St., N.W 3, Ham. [W4018/R

CAR MART, Ltd. AUSTIN A40 OFFER with 6 months' guarantee.

£475.—A40 Cambridge, heater, reg. 1955.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston [C1039]

CROFTON GARAGES, Ltd.

OCTOBER 1953, A40 de luxe, heater, immaculate condition; £395.—132, Whitechapel Rd., Bishopsgate 3393.

1954 A40 Somerset saloon, black, 2 owners only: JACQUIER, Ltd., 229. Hammersmith Rd., London, W.6. Tel. Riverside 6677-8.

MAXWELL GARAGE, Ltd.

1952 A40 Somerset.

IMMACULATE condition, one owner; £360.—Orpington 20009.

A RCHIE SIMONS & Co., Ltd.

1954 Austin A40 Countryman. Gold Seal en Wil. Details, Welbeck 1952, Popesgrove 6287.

H. BEART & Co., Ltd , offer:-

1953 Austin A40 Somerset de luxe saloon in green, fitted heater, excellent condition; £375.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348.

WARWICK WRIGHT, Ltd., offer:-

1954 Austin A40 saloon, black, heater; £365.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone CO41. [C4137]

DETER BANTOCK CAR SALES offer:-

PETER BANTOOL CAR SHAPE STATE STATE

KENTON CENTRAL GARAGE Ltd., offer:

1954 Austin A40, one owner, reconditioned engine; Austin A40, one owner, reconditioned engine; Middx. Tel. Wordsworth 0251. TANKARD & SMITH, Ltd. (Tottenham), offer:-

1959 series Austin A40 Farina de luxe saloon, green and black, heater, supplied and serviced by us since new; £650.—226-232, 246-248, High Rd., South Tottenham, N.15. Tottenham 0414-5-6. [2127 DENHAM MOTORS (EAST MOLESEY), Ltd., offer:

1959 Austin A40 Farina line de luxe, neater, etc., very low mileage, choice of 6, choice of colours; from £635.—Molesey 5485.

1953 Austin A40 Somerset, light green, nice con-1953 dition; £410.

WALTERS MOTORS, 356-360, High St., Penders End. Tel. Howard 1646.

A40 Somerset (August, '54), heater, black, smart condition: £365.

WEST LONDON MOTORS, 205, Fulham Palace Rd..

W.6. Fulham 0066. [C4095]

£395!!!-1953-4 Austin A40 Somerset, magnificent example, choice 3 others.

LAMBS CF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges; 1-ire purchase—421-423, High Rd. Finchley. Finchley 6222. [C2052

1954 Austin A40 Somerset saloon, very well kept FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m.

1953 (June) Austin A40 convertible, black, one owner; £350.—Cattermoles (Garage), Ltd., 79, Pentonville Rd., N.1. Terminus 1001.

79, Pentonville Ed., N.1. Jerlands

A LEXANDER ENGINEERING Co., Ltd., Haddenham,
Bucks (Tel. 345); see our advt. under converted
[C1094]

1950 Austin A40 Devon saloon, black, brown up-holstery, heater; £300.—30, Oldbury Pl., Marylebone, W.1. Welbeck 1124. [C1103

1955 A40 de luxe saloon, magnificent, guaranteed; £440.—Vaughan, 17, Astwood Mews, S.W.7.

1954 A40, surprising order; £425.—Smith & Hunter, 376, Kensington High St., W.14. [C4019

Western 2312.

405 gns.—Austin A40, 1955 Cambridge, radio, heater, screen washers, excellent condition; written guarantee; terms, exchanges.—Rowland Smith, Below.

375 gns.—Austin A40, 1954 Somerset, heater, heater

1953-4 A40 Somerset saloon, heater, guaranteed, anteed, £265.—Oldfield, 386, Kensington High (C3002) W.14. Wes. 6631.

1954 Austin A40 Somerset saloon de luxe, leather upholstery, heater, grey, in excellent condition; £385.—Arnott's Garage, Ltd., Grange Rd., Willesden Oreen, N.W.10. Willesden 0161. [2203

1953 Austin Somerset convertible, immaculately finished in pale blue with trimming to match, fitted heater, whitewall tyres, excellent hood, a most superior example, very moderate mileage; £395, 450 other cars, write for fully descriptive priced CAMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; unrestricted hire purchase, exchanges.

1959 (Sept.) Farina style Austin A40 de luxe 200 miles, as new and unused; £625.—Museum 1600, axt. 47, during office hours or Renown 4576 after 6 p.m.

1954 Austin A40 convertible, black coachwork with Vynide hood, very carefully used and well preserved example, radio and heater £425 with 3 months' written guarantee: terms and exchanges.—Derek J. Ketteringham. 375-381, North Circular Rd., Neasden, N.W.10. Dol. 7498.

AUSTIN A40

1954 Austin A40 Somerset saloon, black 26,000 miles only £435.—Northwood Hills Motor [C3129]

Co. Tel. Northwood 3271. [C3129

1953 model Austin Somerset, this is one of those model austin Somerset, this is one of those the second severy attractive cars which has been maintained in really excellent condition by one owner from new. finished in the original seal grey with real hide interior in contrasting fawn, fitted all excellent tyres, twin chrome pass lamps, twin chrome exterior mirrors, heater, taxed, a very genuine car which we recommend with pleasure: £395, terms, exchanges.

MAIDSTONE ENGINEERING Co., Smethurst St., Maintain St., C3000

R OWLAND SMITHS, the A40 buyers; highest cash prices.—Hampstead High St., N.W.5. [Ham. 6041.] CAR MART, Ltd. AUSTIN A50

OFFER with 6 months' guarantee.

£495.—A50 Cambridge de luxe, radio, heater, reg. CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston [C1039] TANKARD & SMITH (CHELSEA), Ltd., offer:

1955 Austin A50 Cambridge saloon, black red, written guarantee.—194-198, Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman 4901 (5 lines). [Ca025]
1956 A50 de luke, one owner, 29,000 miles, imaculate; £485.—57, Farkside Drive, Edgeware. Stonegrove 7073.

1956 Austin A50 black de luxe saloon, red up-holstery, excellent condition; £500.—Watford

1956 Austin A50 de luxe saloon, light grey, heater, holstery; £540. COX & Co., Buxton Rd., Hazel Grove, Cheshire. Stepping Hill 4455. [C1182]

1956 Austin A50 saloon, one owner, heater, immaculate condition: £495.—Arnott's Garage, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161.

495 gns.—Austin A50, 1955 Cambridge de luxe, leather, heater, carefully used; written guarantee; choice of 2; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (7tube), Nw.3. Hampstead 6041.

A USTIN A50 de luxe, Speedwell blue seat covers, heater, one cwner since new, £525; part exchanges, cars or motor cycles, terms.—Burge & Inglis Motors (Austin Agents), 38-52, Dudden Hill Lane.
N.W.10. Willeaden 4869 and 3934

N.W.10. Willesden 4869 and 5959.

ROWLAND SMITH'S, the A50 there; highest cash prices.—Hampstead High St., N.W.5 [W4016, R] [W4016, R]

AUSTIN A55

W HAROLD PERRY Ltd. 1105-1111, High Rd., Whetstone, N.20, Hillside 6621, offer:—
1958 Abustin AS5 de luxe saloon, sun roof, heater, 1958 blue; £735; hire purchase facilities available. W HAROLD PERRY Ltd. 1105-1111, High Rd. Whetstone, N.20, Tel. Hillside 6621. [23042 SCOTT CARS.

1958 Austin A55 de luxe, heater, other extras, in Scott CARS, 341-347. Finchley Rd., Hampstead., London, N.W.S. Hampstead 8676/7779. [C4016

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A1 at Brown's.

1957 Austin A55, fitted with heater, finished in W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. [C1025] CAR MART, Ltd.

OFFER with 6 months' guarantee.

£690.—A55 Cambridge de luxe, reg. 1958.

CAR MART, Ltd., 320. Euston Rd., N.W.1. Euston [C1039] CAR MART, Ltd.

OFFER with 6 months' guarantee.

£775.—A55 Cambridge de luxe Mk. II, reg. 1959.
CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston [C1039]

H. A. SAUNDERS, Ltd.

1957 Austin A55 de luxe saloon, green, green up-holstery, recorded mileage 17,199, heater;

1957 Austin A55 de luxe saloon, black, red up-heater, electric clock: £715.
1958 red up-heater, electric clock: £715.
1958 red upholstery, recorded mileage 13,019, heater; £75.

1958 Austin A55 de luxe saloon, black, red up-holstery, recorded mileage 8,471, heater; 1958 Austin A55 de luxe saloon, Tweed grey, red upholstery, recorded mileage 15,651, heater;

H A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12, Hillside 5272 (8 lines). [C4092] CROFTON GARAGES, Ltd.

1957 Austin A55 de luxe, Speedwell blue, one owner from new; £685.—132, Whitechapel Rd., Bishopsgate 3393.

F. DOVE, Ltd., offer:-

1959 Austin A55 Mark I, 6,000 miles only, blue; £745.—L. F. Dove, Ltd., 44, Kingston Rd. London, S.W.19. Tel Liberty 3456. [C1077]

ELITE MOTORS offer:

1957 A55 saloon, fitted with heater and manumatic transmission, this vehicle is attractively finished in duo-tone blue, with blue upholstery and must be sen at 2650.—Balham 1200. [225] R. HARDY & SON offer:-

Austin A55 de luxe, black with red uphol-stery, overdrive, low mileage, one owner, sup-plied and maintained by us; £693.—52-55, Maryleboan high St., W.l. Hunter 0942.

FRIC HAYES, Ltd., offer:-

AUSTIN A55 saloon, June, '58, 16,000 miles, radio and heater, superb car; £695.—13, Bishopsbridge 34., W.2. Ambassador 8266. [C2033

COMPTON & FULLER, Ltd.

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1958 A55, heater, grey, one owner, completely faultless; £665,—Elmers End, Beckenham.

H. BEART & Co., Ltd., offer:-

1958 Austin A55 de luxe saloon, finished in duc paly in the hands of one careful owner; £745.—102. London Rd. and High St., Kingston-on-Thames. Kingston 3348. DHILIP RICKARDS, Ltd., offer:-

1958 Austin A55 de luxe saloon, duo-green, radio, 12,000 miles: £735; part exchange, deferred erms.—4. Brick St., Park Lane, London, W.1. Gros-ienor 4772-5.

WARWICK WRIGHT, Ltd., offer:-

1958 heater, 10,000 miles; £725.
1957 heater, 10,000 miles; £725.
1957 hoistery, heater, 4,000 miles; £715.
1957 radio and heater, 21,000 miles; £715.
1957 radio and heater, 21,000 miles; £655.
WARWICK WRIGHT, Ltd., Lord's Court, &t. John's Warwick WRIGHT, Ltd., Lord's Court, &t. John's Court, &t. J

GUY SALMON AUTOMOBILES offer:-

1958 Austin A55 de luxe saloon, blue, radio and heater.
(CHOICE of 2): £695—Portsmouth Rd., Thames Ditton Emberbrook 5551-2-5. [C4001

DETER BANTOCK CAR SALES offer:-

1958 Austin A55 de luxe, speedwell blue/blue trim, Chiswick 2225, 5270 (Cloid

A LLAN TAYLOR MOTORS, Ltd., offer:-

1957 Austin A55 Westminster de luxe, excellent condition, marcon: £695.
HIGH St., Wandsworth, S.W.18. Vandyke 7222 (10 [C4104

HENLYS offer with 4 months' guarantee:-

1958 Austin A55, heater, one owner, grey with red interior: £745, HENLYS, Ltd., Parkway, Regent's Park, N.W.1. [2278]

NAYLOR & ROOT Ltd. (Established) 1920.

257
Austin A55 de luxe. heater, radio, centre gear change, underseal, twi carbs., etc., immaculate; CLAPHAM JUNCTION, 6.W.11. Battersea 2252.

B. J. HUNTER Ltd., Austin agents offer:-

1958 Austin A55 saloon, all extras, unmarked; £725. B. J. HUNTER Ltd., 22, Cricklewood Broadway. [C2040]

WEYBRIDGE AUTOMOBILES, Ltd., offer:

WEYBRIDGE AUTORODILES, Acta, Can interior, 1957 heater and windscreen washers, 18,000 miles, meticulous christial aincident in immaculate condition throughout; 2745.

WEYBRIDGE AUTORODILES, Ltd., Queens Rd. Weybridge. Tel. Weybridge 2235, extension 20. [C4094]

1958 A55 saloon, green one owner, heater; £725. -Campbell Symonds, Alperton 1515. [C1037]

1959 Austin A55 Farina, mileage 1,200, new condition; £825.—Tel. Teddington 1058. [C4053 1957 A55 de luxe, fitted overdrive; £695.—Robbins, [C3010

1958 (August) A55 de luxe Mark I, 11,000 miles; [C4106]

HEARSES? We are building deck-bearer bodies on the A55 1,-ton chassis, inspection invited.

APE & SAUNDERS (COACHBUILDERS), Ltd.,
Station Approach, Kew Gardens, Richmond 1161.

1957 Austin A55 de luxe, duo grey, one owner, taxed; £675.—Kerridge, Alton 2192.

1957 Austin A55 de luxe saloon, excellent bodywork condition in duotone colour, heater and radio;

E885.
FERRARIS OF CRICKLEWOOD, Ltd., 200-22
Cricklewood Bdy., London, N.W.2. Gladstone 223
Open weekdays 8 a.m. to 6 p.m. Dpen weekdays 8 a.m. to 6 p.m. 1957 A55, black, red trim; £665.—Smith & Hunter, Western [C4019

£695 -1957 Court grey, d/l saloon, well main-tained.—Offord, 67, George St., W.1. Wel.

1958 455 blue and grey, one owner, 15,000 miles, the Motor Co., Epsom 1234.

1957 Austin A55 de luxe saloon, duo-grey, red interior, overdrive, one owner, low milesge: 4735.—Wry Park Garages, Ltd., Reigate 2263. [C4159]

1955 Austin A55, heater, one owner, immaculate condition; £665.—Brompton Garage, Ltd., 107-109, Old Brompton Rd., Kensington 2477. [C1201 1959 Austin ASS Mk. II Farina de luxe saloon, finished in grey and black with red upholstery; £800 UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.I. Grosvenor 4141.

A USTIN A55 Mark I 59 de luxe saloon, grey, floor change, one owner, spare unused, perfect, B.M.C.

mtee; £725. EST LONDON MOTORS, 205, Fulham Palace Rd.. W.6, Fulham 0066. [C4095

1958 (August) Austin A55, black, centre gear change, low mileage, undersealed; £705.—
Joyride, Ltd., Hillside 5244. [C3120] 1958 A55 Cambridge de luxe, 12,500 miles, maculate £715; also 1957 de luxe, £6 Sargeant & Collins, Bromley. Imperial 2242.

Sargeant & Collins, Bromney. Ampeter. 1957
Austin A55 saloons de luxe, choice of 6, variuse colours, from £625.—Richard France, Ltd.,
252-254, High Rd. Tottenham, N.15. Tottenham, 0553.
[C2118]

1957-8 Austin ASS saloon de luxe, kingfishe blue, 16,000 miles: £725.—L. F. Dove Ltd., Addiscombe Rd., Croydon. Tel. Addiscombe 3066

1958 Austin A55 saloon de luxe, green, 9,000 only, one owner; £750.—L. F. Dove, 115, Addiscombe Rd., Croydon. Tel. Addiscombe

1957 (Sept.) Austin A55, tweed grey, red upho throughout; £620.—Jameson, 17, Priory Hill, Wernble Middx. Arnold 2902.

1958 (late) Austin A55 Cambridge de luxe saloon, dual green, 16,622 miles, radio, extremely well maintained; £750.—E. J. Baker & Co., Ltd., Dorking 3822.

1958 Mileage, exceptional condition; £745; h.p. terms and exchanges—E.R.C. Services, 2-5, Summerland Gdns., Muswell Hill, N.10. Tudor 8075. Bow. 4087.

XXX 1958 Austin A55 saloon, grey, red interior, heater, 2 wing mirrors, a very carefully maintained one-owner car; £669; written guarantee, terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel 5611.

725 ns.—Austin AS5. 1958 Cambridge de luxe, radio, heater, one careful owner; written guarantee; choice of 2; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041.

QOULAND SMITH'S, the Austin A55 buyers; highest cash prices.—Hampstead High St., N.W.5. Ham.

AUSTIN 16 & 18

HEARSES brochures available, we build deck and bearer on the 16hp chassis.

A LPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161.

WARWICK WRIGHT, Ltd., offer:-

1953 Austin A70 Hereford saloon, grey, heater; WARWICK WRIGHT. Ltd., 593, Edgware Rd., N.W.2. Gladstone 0041 [C4137]
1953 Austin A70 Hereford, leather upholstery, very good condition; £375.—Barnes, 515, Finchley Rd., N.W.3. Hampstead 2221.

1951-52 Hampshire, black/brown, well above average; £275.—7, Lambolle Place, N.W.3. Hamp

AUSTIN A90 & A90 (6-cylinder) SCOTT CARS.

1951-2 Austin A90 saloon, radio, heater, excel-lent condition, choice of 1 from £295 COTT CARS, 341-347, Pinchley Rd., Hampstead London, N.W.3. Hampstead 8676/7779. [C4016] CAR MART, Ltd.

OFFER with 6 months' guarantee.

£545.-A90 Westminster de luxe, heater, reg. 1956. CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston (C1039

H. A. SAUNDERS, Ltd.

1955 Austin A90 de luxe saloon, green, duo green/ belge upholstery, recorded mileage 48,041. heater; £485. H A SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hilside 5272 (\*) lines). [C4092 WARWICK WRIGHT, Ltd., offer:-

1952 Austin A90 Atlantic hard top coupe, black, and heater; £325; WARWICK WRIGHT, Ltd.; 593, Edgware Rd., N.W.2. Gladstone 0041. NAYLOR & ROOT, Ltd. (Established) 1920.

1956 Austin A90 Westminster, black/red trim, meticulously maintained: £575.

CLAPHAM JUNCTION, S.W.11. Battersea 2252.
[C3022 1955 (June) Austin A90 Westminster saloon; £485.

GEORGE NEWMAN & Co., 369, Euston Rd., London, C. (2023)

A USTIN A90, £275.—Atlantic convertible 1951, power operated hood and window, terms, exchanges.—R. J. Searle, Ltd., Sunbury 3014.

1955 (July) Austin Westminster, one owner, a well-migston 9518.

[12246]

AZ MOTORS offer 1955 series Westminster de luxe AZ saloon, one owner, superb condition, unrivalled opportunity, £495!—Palmerston Rd., N.W.6. Mai. [C1011]

AUSTIN A90 & A90 (6-cylinder)

1956 (February) Austin Asy Westminster saloon, lent through the large the large through the large thro

1955 A90 Westminster, beige, heater, 33,000 miles, immaculate car; £495; terms.—Godfred Lambert Auto, Godstone Rd., Whyteleafe, Surrey, Uplands 7735.

lands 7755.

495ms—Austin A90, 1956 Westminster de luxe, duotone brown, leather, radio, heater, screer
washers, Ace Rimbellishers, excellent condition: written
washers, Ace Rimbellishers, excellent, condition:
written
and Saturdays.—Rowland Smith, Hampstead
(Tube),
N.W. J. Hampstead
(Tube),
(C4018)

N.W.5. Hampstead 5041.

£285 - A80 Atlantic sports saloon. 1951 (Sept.).

£205 - A80 Atlantic sports saloon. 1951 (Sept.).

£205 - A80 Atlantic sports saloon. 1951 (Sept.).

£205 - A80 Atlantic sports saloon. 1951 (Sept.).

£207 - A80 Atlantic sports saloon. 1951 (Sept.).

£208 - A80 Atlantic sports saloon. 1951 (Sept.).

£208 - A80 Atlantic sports saloon. 1951 (Sept.).

£209 - A80 Atlantic sp

CAR MART, Ltd.

OFFER with 6 months' guarantee.

£815.-A95 Westminster de luxe, heater, reg. 1958. CAR MART, Ltd., 320, Euston Rd., N.W.1 Euston

19.57 Austin A95 de luxe saloon. Tweed grey/red 19.990, heater: 2785.
1957 Austin A95 de luxe saloon, cream, blue up1957 Austin A95 de luxe saloon, cream, blue up1958 Austin A95 countryman, duo grey/cream, red 
1958 Austin A95 Co

CROFTON GARAGES, Ltd.

1958 Austin A95 Countryman de luxe, court grey/ tweed grey, one owner: £995.—132. White-chapel Rd., Bishopsgate 3393. [C1139]

TOM GARNER, Ltd., offer:-

1958 Austin A95 Westminster sln., blue, htr., rdo., 15,000; £895, 10—12, Peter St., Manchester, 2. Bla. 9265-6-7, [2111] METROPOLIS GARAGES, Ltd.

1957 (Sept.) Austin A95 Countryman, court grey, red upholstery, one owner, 25,000 miles; 2905.—45, Earls Court Rd., Kensington, W.S. Western (6038

H. BEART & Co., Ltd., offer:-

H. Beart & Co. Lees, Which is due grey/blue 1957 with the interior, fitted automatic gear box, one owner, B.M.C. warranty £795.—102. London Rd. and High St., Kingston-on-Thames. Kingston 3348.

A RCHIE SIMONS & Co., Ltd.

AUSTIN A95, 1953, 15,000 miles, all extras, supert example.—50, Paddington St., W.I. Details, Wel-beck 1982, Popesgrove 6267 6.30-9.00.

WARWICK WRIGHT, Ltd., offer:-

1957 Austin A95 saloon, grey and green, green upholstery, heater, 13,000 miles; £775.

WARWIGK WRIGHT, Ltd., Lord's Court, St. John't Wood Rd., London, N.W.S. Cunningham 6050. 1957 Austin A95, one owner, immaculate; £745.

TAYLOR & CRAWLEY, Ltd., 42A, South Audley St., W.1. Gro. 6881-4. [C4036

1 W.1. Gro. 6881-4. [24036]
1959 Austin A95 saloon, perfect condition, colour black, H.M.V. radio, 6,000 miles; £895; exchanges and the saloon of the saloon

1958 A95 Countryman, 7,000 miles, automatic, radio, new at £1,450; bargain £1,125.—Steele Griffiths. Rodney 2201.

Griffiths. Rodney 2201.

1958 series A95 duo-tone green, green leather, transistor radio, heater, washers, low mileage, one owner, immaculate; £765.—Ickenham Motors, Ltd., Ruislip 8016.

age, one owner, immaculate; £765.—Ickenham Motors. Ltd., Ruislip 8016.

1958 Austin A95 Countryman, Tweed grey with marcon upholstery, centre gear change, Webasto roof, heater, radio and fog lamps, in first-class con. B.M.C. gdt., £975.

G. NORMAN (VICTORIA). Ltd., 50, Vauxhall Bridge Rd., S.W.I. vic. 2211. (Cotcher) Austin A95 Countryman, floor change, 2-tone green. 9,000 miles, almost unmarked condition; accept £1,007.—Stafford Rd., Wallington, Surrey. Wallington 677.—Stafford Rd., Wallington, Surrey. Wallington 677.—Stafford Rd., Wallington, Surrey. Wallington 677.—In exceptional condition, sold and regularly serviced by ourselves; 3 months; guarantee; £795.—W. H. Baker, Ltd., Austin dealers, Wallingford, Berks. Tel. 2022.

Austin A85 Cars Wanted

GEORGE NEWMAN & Co. require for cash low
mileage Austin A95 cars.—369, Euston Rd.,
London, N.W.1. Eus, 4466 (12 lines). [W3023]

CAR MART, Ltd. AUSTIN A105 OFFER with 6 months' guarantee.

£795.—A105 saloon, automatic, heater, reg. 1957.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston (C1039)

1956 Austin Alos, black and grey, radio, etc., taxed, one owner: £650. High St., Potentials Ed., Tel. Howard 1646.

1957 (Sept.) Alo5 with overdrive, red and white; £795.—Woodcote Motor Co., Epsom 1234. [C4143]

1957 £795.—Woodcote Motor Co., Epsom 1224, [CA143]
1958 Austin A105 saloon de luxe, overdrive, grey/
Blation High St., Ascot, Berks. Ascot 1649. [C1168]
1958 Austin A105 DL saloon, two-tone grey, auto10,000 minte gear box, H.M.V. radio, one owner, 10,000 minte gear box, H.M.V. radio, one owner, 10,000 minter gear box, H.M.V. radio, 324-325, [C265/R]
LANKESTER ENGINEERING 151-6. [C265/R]
1956 Austin A105 saloon, green and beige green gear green gr

Jack Rose, Ltd., offer.—1959 (March) Austin AloS saloon, fully automatic, 8,000 miles, dual colour, unmarked condition, accept £985.—Stafford Rd., Wallington, Surrey. Wallington 6677.

1957 (May) Austin A105 automatic, light blue, washer, clock and fog lights, underseal, Michelin X tyres; £800.—1-2, The Crescent, Surbiton. Elimbridge 0081.

GEORGE NEWMAN & Co. require for cash low mileage Austin A105 cars.—369, Euston Rd.. London, N.W.1. Eus, 4466 (12 lines). [W3025

JACK ALPE LIMOUSINES,

MARYLEBONE, W.1. Welbeck 1124.

MARYLEBONE, W.1. Welbeck 1124.

A SELECTION of one private owner Princess and sherrine LWB ilmousines in showroom condition and carrying a three months guarantee.

I will be a survey of the control of

A&S, Ltd. A125 and A135 LWB seven passenger ALPE & SAUNDERS, Ltd., (Limousines Purchased). Providence Court, North Audley Street (Near Seifridges.) Mayfair 2941.

AZ MOTORS offer: cheapest 1953 Sheerline at £355!—Palmerston Rd., N.W.6. Mai. 4723. [C1011 1950 Austin Sheerline saloon, black, marvellous condition; £285.—Tel. Teddington 1058. [C4053

AUSTIN Sheerline £250.—Sheerline 1949, 2 owners; Sunbury 3014.

1952 Austin Princes\* charcoal grey, red trim, radio, heater, etc., in superb order, director's car; £500.—Simmons. Gro. 2635.

tor's car: £500.—Simmons. Gro. 2655. [1724]

CAMDEN MOTORS, Great Britain's largest stockists of limousines, magnificent range of Princess long wheelbase 7-passenger limousines, 8 models available, this week's special opportunity:—
JULY 1955 long wheelbase Princess with full-width rear, twin heaters and spot lights, colour black, privately taxed since new, one change of ownership, 6 months' witten guarden to the colour special size of the colour special size of the colour special size. Leight of Buzzard 2041; write for special hire car catalogue and illustrated brochure; open until B.p.m.; unrestricted hire purchase, exchanges. [Ci035]

ALPE & SAUNDERS, Ltd., require L.W.B. Limousines and saloons in above average condition, A&S Ltd., Providence Court, North Audiey Street. (Near Selfridges) Mayfair 2941. [W1006]

H. F. EDWARDS want and buy good Austin A125s and A135s.—23-34, Upper High St., Epsom Surrey. Tel Epsom 5611.

AUSTIN GIPSY
1959 Austin Gipsy, one careful owner, low mileage,
as new: £495.—Dunham & Haines, 46, Castle
8t. Tel. Luton 6300. (2056

WILCOX & CO OF NORTHOLT.

1952 Austin hire car, privately owned; £565.

1949-51 Austin hire car, replacement engine: [C4152

CAMDEN MOTORS for Austin hire car limousines, matching pair of 1951 4-door 16hp limousines with full-width occasionals, leather interior, both privately taxed since new, 6 months written guarantee; each at

CAMDEN MOTORS the limousine specialists, Leighton Buzzard 2041; write for fully descriptive priced ratalogue; open until 8 p.m.; unrestricted hire purshase, exchanges.

A&S Ltd. require 14hp Hirecars in good condition.

A LPE & SAUNDERS. Ltd., Providence Court, North Audley Street (Near Selfridges), Mayfair 2941. [W1006

AUSTIN MISCELLANEOUS
1955 (March) Austin A50 saloon, grey; £485.—Also
1954 (January) Austin A40 saloon, blue; £405.—
P. L. Cranmore, Ltd., Tel. Potters Bar 2040.

ROWLAND SMITH'S, the Austin buyers; highest cash prices.—Hampstead High St., N.W.3, Ham. (24016), R.

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors urgently require late type Austin.—
Tel. Weybridge 2233. [0541/R]

Tel. Weybridge 2235. [U541/R Austin Spares and Service NORMAND, Ltd. HAVE yout car serviced by the experts. SATISFACTION guaranteed. NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0336]

A USTIN spare parts.

STOCKS for all models, cars and trucks.

S G. SMITH (MOTORS), Ltd., for Austin spares and service.—13-19. East Dulwich Rd., S.E.22. New Cross 4444. A USTIN genuine spare and specialist service in the West End.

S. MORRIS & COMPANY, Cleveland Garage, Cleveland St. Tel. Mus. 1932.

TANNER BROS. (1918). Motorworks and Coachworks, appointed B.M.C. repairers.—371-5, Fulham Rd., S.W.6. Renown 4934-6.

A USTIN 7 spares any year, any part, largest stockists in U.K.; exchange units; try Northwood's first.—Newington Causeway, S.E.1. Hop. 2832/2820, (0729/R

C. G. NORMAN (VICTORIA), Ltd., authorized auxiliary main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, 8, 8, 2211.

S.W.I. Vic. 2211.

A USTIN & B.M.C. replacement parts and factory replacement units for cars, vans and commercial vehicles—J. Glibbs, Ltd., Main Parts Stockists, Longbridge House, Bedfont, Feltham, Middlesex, Tel. Feltham 644 (5 lines).

CAR MART, AUSTIN-HEALEY

OFFER with 6 months' guarantee.

£765.—Austin-Healey 100 Six, 4-seater, overdrive, heater, reg. 1957.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

1959 Sprite by Speedwell, 800 miles, hard top, Clubman 60 engine, wire wheels, disc brakes, competition suspension, c/r gears, rev. counter, etc.; £1,125.—763, Finchley Rd., N.W.11. Spc. 2226, 2426.

WARWICK WRIGHT, Ltd., offer:-

1958 Austin-Healey Sprite roadster, blue, blue up-1958 holstery, heater, 7,000 miles; £595. WARWICK WRIGHT, Ltd., Lord's Court, St., John's Wood Rd., London, N.W.8. Cunningham 6050.

RICHARDS AUTOMOBILES, Ltd., offer:-

1954 (Sept.) Austin-Healey 100 with a £70 detach-lic blue, fitch with overdrive, radio, heater, spotlights, luggage grid, etc.; guaranteed; £575.—320, Harrow Rd., Wembley 6586-7.

Wembley 5086-7. [1625]
1955 Austin-Healey 100 blue/white, heater, screenPRIDAY'S (GRAVESEND). Ltd., Rochester Rd.,
Gravesend. Tel. Gravesend 5211.
1958 (Sept.) Austin-Healey Sprite, immaculate, all
Heath 1590. [2038]

Heath 1580.

A LEXANDER ENGINEERING Co., Ltd., Haddenham,
Bucks (Tel. 345); see our advt. under converted
[C1094]

1959 Austin-Healey Sprite, 5,000 miles, small saloon required.—Durngate House, Winchester. Tel. [C1010

SCOTLAND: The Hillhead Automobile Co., Ltd., 11, Gibson St., Hillhead, Glasgow, W.2. Tel. West 6666 or 6576, The Austin-Healey specialists. [0258/R 1955 Austin-Healey 100, green, fitted Le Mans kit, heater, radio, hard top, many other extras: [C3118]

1955 heater, radio, hard top, many other extras; [C3118 1959 Austin-Healey Sprite, £45 extras, B.r.g., Clorus Garage (Brighton), Ltd. Tel. 27045/29545.

1955 model Austin-Healey 100. B.r.g., excellent guaranteed; £585—Campbell Symonds, Wembler £625, Clorus Austin-Healey 100, B.r.g., excellent guaranteed; £595,—Campbell Symonds, Wembler £625,—Campbell Symonds, Wembler £625,—Caffyns, Ltd., Seaford, Tel. 3264, [9534 1955 holistery, fitted overdrive, spots, etc., excellent condition—Francis Motors, 393, Humberstone Rd., Leicester, Tel. 66304.

1958 Austin-Healey 100/6 2/4-seater, ice blue with blue interior, immaculate condition, one very careful owner. Tel. Mr. Gray, Wessex Motors, New St., Salisbury. Tel. 3275.

£799!—Healey Six, overdrive, wire wheels, etc., just thoroughly checked over in our workshops and offered taxed and guaranteed.—Rudds' the Healey agents, 41, High St., Worthing 7773-4. [2100]

AUSTIN-HEALEY 100/6 sports roadster, low mileage, radio/heater, April, 1958, specimen car; exchanges.—Wessex Motors, St. Cross Rd., Winchester. Tel. 5555, Mr. Ryan.

1958 Austin-Healey, 4,000 miles only, specially prepared by B.M.C. racing dept., with 3-life engine, equipped with disc brakes, overdrive, hard top and many other extras; £1,050.

WOKING MOTORS (MAYBURY HILL), Ltd., C4857
Woking, Surrey, Woking 4277.

1955 (June) Austin-Healey 100, red, exceptional sure wheels, heater, washers, spot, tonneau, new batteries, Turbospeeds, spare unused; £625.—Tem. 9471 or Ric. 6935.

495°ns.—Austin-Healey 100, 1954, ice blue, overdrive, heater, p.v.c. hood, Michelin X; writteh
guarantee; choice of 2; terms, exchanges; list; open 9-7
weekdays and Saturdays.—Rowland Smith, Hampstead
(Tube), N.W.3. Hampstead 6041.

1958 (July) Austin-Healey 100/6 2/4-seater, 13-500 miles, overdrive, wire wheels, hard top, heater, radio, twin spots, Michelin X, black/dark blue, engine and suspension Rudd modified, perfectly maintained.—Estate Office, Bignell, Bleester, Oxon. Tel. 2910.

1955 (July) Austin-Heatey 100 BNI 2-seater, bine, reverse lamp, semines, heater, overdrive, log lamp, reverse lamp, semines, l

Tel. East Grinstead 90.

699 miles, 1959 Austin-Healey Sprite in French tonneau cover washers and rev-counter, this tiny milestonneau cover washers and rev-counter, this tiny milestonneau cover washers and revelocities and is an even better proposition than a brain new vehicle, genuine reason for sale at £645.

450 catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Unrestricted hire purchase, Exchanges. (C1085)

A USTIN-HEALEY 100 sports, immaculate in usual Austin-Healey refinements including drive, wire wheels, heater, zip tonneau, etc., n mileage, 2 owners only from new, whole car solutely mint condition; wonderful value at a

1954 (May) Austin-Healey 100 2-seater, black/
owners, written history available, extras include overdrive, hard top and heater, total mileage 27,500 miles,
this car has never been raced or entered for trials,
and is probably the finest specimen offered for sale
to-day, must be seen to be appreciated; £610.—Bella
Service Garage, Ltd., 144, London Rd., Kingstonon-Thames. Kingston 1185.

Austin-Healey Cars Wanted

ROWLAND SMITH'S, the Healey buyers; highest Cash prices.—Hampstead High St., N.W.3. Ham, 6041.

XXX H. F. Edwards are excellent cash buyers of good Austin-Healeys.—154, Great Titch-field St., London, W.1. Langham 0012. [W2003

BARTLETT.—Consult us before selling or exchanging your Austin-Healey.—27, Pembridge Villas, W.11. Bayswater 0523.

Low-Mileage Austin-Healey 100/6 and Austin-Healey Sprites wanted.—Hillhead Automobile Co., Ltd., 11, Gibson St., Glasgow. Tel. West 6666 6576. [0511/R]

Auto Union Spares and Service

CONCESSIONAIRES Auto Union (Great Britain), Ltd., Great West Rd., Breatford, Middlesex., Tel. Isleworth 2151.

BEDFORD 1955 Bedford 10/12cwt truck; £175.—Robbins, East Putney. Tel. 7881. [C3010

1959 (Aug.) Bedford Utilibrake, 3,000 mil Mac. 2579 after 6 p.m.

BENTLEY (31, 41-litre and New 41-litre)

M CAR MART, Ltd.

OFFER with six months' guarantee.

£4150.—Bentley & saloon, radio, heater, reg. 1957. £3850.—Bentley 8 saloon, radio, heater, reg. 1956. CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

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B

PB. Ltd., offer:-

1952 big bore Standard Steel saloon, black, beige 1937 41/2-litre Park Ward saloon,

PADDON BROS., 60, Cheval Place, South Kensing-ton, S.W.7. Kensington 9477. [C3033

H. C. PAUL, Ltd.

1954 Bentier R type saloon automatic, black/grey, brown interior, 52,000 miles; £2,600.

13,000 miles, 1953 Bentley R type TN Series, marked condition throughout; £3,100.

1952 Bentley M. VI standard steel saloon, duo 1952 grey, excellent condition; £1,450.

1950 grey, overhauled full-flow engine; £1,195.

OUR specialised service department is at your disposal of the composal—32, Bruton Place, Berkeley Sq., W.I. Mayfair 0821-2.

BENTLEY (31, 41-litre and New 41-litre)

B JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

ARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444
(open until 7 p.m.).

[C1082/R

H. R. OWEN, Ltd.

OFFICIALLY appointed Bentley retailers offer from their large stock of used Bentley cars:—
1958 Series 4-door Continental saloon by H. J. Mulliner, Flying Spin, midnight blue, offi-

1958 S Series saloon, with power-assisted steer-ing and 8 to 1 compression, dark blue with

blue hide.

1957
S Series Continental 2-door saloon by H. J.
Mulliner, fish silver with grey hide.

1957
S Series saloon, p.a.s., & to I compression, sand and sable with beige hide.

1956

6 Series saloon, midnight blue, grey hide.

1955 Series by Hooper, velvet green and shell 1955 Retype lightweight saloon by H. J. Mulliner, 1954 Hetype saloon, black with brown hide.

1954 Mark VI saloon by H. J. Mulliner, black with maroon hide.
1949 drop head coupe by Park Ward, black with grey hide.
17. Berkeley St., London, W.l. Tel. Mayfair 9060. [C4133

HAROLD SMITH, Ltd.

1936 Freestone & Webb, top hat saloon, in shell unit now being fitted; £650.

1947 Standard Steel, 2-tone green, 43,000 miles, 129—131, Park Rd., N.W.8. Tel. Paddington 4295.

[C4156]

SANDERSON & HOLMES, Ltd.

SANDERSUN & GUERRAL STATE OF THE OFFICE OF STATE S. P. BROUGHTON & Co., Ltd.

OFFICIAL retailers Rolls-Royce and Bentley cars.
Comprehensive range of used Rolls-Royce and Bentley cars (1947/58), all with 12 months' guarantee, always in stock.
S. P. BROUGHTON & Co., Ltd., Grove Garage, Cheltenham, Tel. Cheltenham 55374-5-6.

TACK BOND (VINTAGE AUTOS).

ENGLAND'S finest selection of pre-war Bentleys, all immaculate and guaranteed.

1938 44/ full razor-edged Top Hat saloon by Pree1935 34/ full razor-edged Top Hat saloon by Pree1935 34/ sports saloon, recent engine overhaul, excellent coachwork; £295.

1927 3-litre Red Label open 4-seater by V.D.P., sendley to an exceptionally immaculate specime and the property of the propert

MASCOT MOTORS, Ltd., offer:-

1936 414-litre Freestone & Webb razor edged sports saloon, black, green leather, immaculate, together with a large selection of Bentleys, all overhauled and guaranteed, kindly write or telephone for stock 237. Kensal Rd., W.10. Ladbroke 1231/2.

TAMES TAYLOR AUTOMOBILES.

AMES TAYLOR AUTOMOBILES.

RETAILERS and Repairers of Bentley and RollsRoyce can offer a selection of used but reconditioned Bentley and Rolls-Royce; drive yourself
demonstrations on the selection of used but redemonstrations on selection and Rolls-Royce; drive yourself
demonstrations on the selection of t

1951 in sand and sable, beautiful throughout; £1,295.

1951 Bentley d/h coupe by Park Ward in sand and sable, full flow wings, 15,000 miles since maker's overhaul; £2,150.

1949 Sentley 41;-litre 4-door sun saloon by Freecompleted major overhaul, beautiful car; £1,185; river 1950 Rolls Watht owner-driver 4-door sun saloon by Freecompleted major overhaul, beautiful car; £1,185; river 1950 Rolls Watht owner-driver 4-door sun saloon by Freestone & Webb, in midnight blue, low mileage; £1,695.

MANY others to choose from, overhauls, repairs, servicing and coachwork.

James Taylor AUTOMOBILES, Bentley House, Finden Rd., Worthing, Sussex. Findon, Sussex 3022.

[C4027]

B. J. HUNTER, Ltd., Austin agents, offer:—
1950 Bentley standard steel saloon, radio and
B. J. HUNTER, Ltd., 22, Cricklewood Broadway,
C2040
1935 Bentley 3½ saloon, well maintained; £285

JACQUIER, Ltd. 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043 K NIGHTSBRIDGE MOTORS.—See advertisement on C2036 BENTLEY (31, 41-litre and New 41-litre)
GEOFFREY DAVIES CARS proudly offer:—

1957 Bentley Series S, finished in Tudor grey and shell grey with grey leather; £4,650. Mulliner, finished in shell grey, magnificent condition;

25,500 ninshed in shell grey, magnineent conductor, 1953 (Now.) Bentley, R. type, finished in black, 1953 (Now.) Bentley, R. type, finished in grey light grey with the place of the state of the state

WEYBRIDGE AUTOMOBILES, Ltd., offer:-

WEYBRIDGE AUTOMOBILES, Ltd., offer:—

1956 Bentley S standard saloon, black pearl over shell grey, grey hide, 41,280 miles, one owner, fitted with complete range of Radford Countryman saptation and special Countryman seals front and rear, in really first-class condition: 23,975.

1953 special saloon by Hooper, black over shell grey, grey leather, 64,000 miles, S owners, in superb condition: 22,775.

1949 Bentley 4½ drop head coupe by H. J. Multiple Country resprayed, beige hide: \$1,550.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2235. [Ca094]

RUSSELL MOTORS offer the following Bentleys:-

WILLIAM GORDON CARS OF COVENTRY offer:-

T14400 miles only; \$\text{Series}\$ Eentley, pearl black wool rugs throughout; this pearl blue leather, laminating throughout; this pearl blue leather, laminating throughout; this pearl blue leather, laminating the laminating the laminating throughout; this pearl laminating the laminating throughout; the laminating the l

caretuily maintained, finished black with beige leather, an extremely rare specimen; 2995.

SOVEREIGN ROAD GARAGE, Earlsdon, Coventry, [C2102]

1956 Bentley S series duo-grey, 44,000 miles, in TAYLOR & CRAWLEY, Ltd., 42a, South Audley St., Wil. Gro. 6881-4, [C4036]

FRIDAY'S YEOMAN GARAGE (MAIDSTONE), Ltd., offer;—

1953 Bentley 416-litre Mulliner sports saloon type, navy blue and grey; £2,495.—Maid: CHARLES FOLLETT, Ltd., officially appointed Rolls Royce and Bentley retailers and repairers, offer:— 1957 Bentley S, power-assisted steering, midnigh blue, 25,000 miles, supplied new by us

SHOWROOMS: 18, Berkeley St., London, W.1. May-SERVICE and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936.

1950 Bentley Mk. VI standard steel saloon, excellent Chassis; £1.075.

TAYLOR & CRAWLEY, 12a, South Audley St. (entrance Adams Row), Mayfair, W.I., Gro. 6881, 10.005.

R. S. MEAD, Ltd., officially appointed retailers and repairers, offer:—
1957 (June) Bentley S-type saloon, black, grey leather, 20,000 miles, immaculate condition;

1956 (Oct.) Bentley S-type H. J. Mulliner 4-door aports saloon, black, pearl/black, maroon leather, 21,000 miles, on owner, win radio, superb example conditions, so that the sample continents, automatic, 4.8 engine, 1954 Bentley Continents, automatic, 4.8 engine, electric windows, special heating, almost new tyres, a superb car; 25,350.

1954 Bentley R type saloon, 35,000 miles, automatic, black, fawn leather, immaculate condition: £2,750.

1950 Bentley Mk. VI SS saloon, black, good tyres, history available; £975; this of the saloon, black, so the saloon, black, new tyres; 50 sather, 2 owners, superb condition, new tyres; 50 sather, 2 owners, superb condition, new tyres; 50 sather, 2 owners, superb condition, pew tyres; 50 sather, 2 owners, superb condition, see tyres; 50 sather, 2 own

BENTLEY DIVISION, Meadway, Market St., Maiden-head. Tel. Maidenhead 3431. [C3011

1950 Bentley Mark VI saloon, duo-green with beige interior; £1,175.
WINDOVERS, Ltd., The Hyde, Hendon. Colindale (C4118

1953 duo grey R type saloon, radio, manual gear box; £1,975.—Eton Garages, Windsor 2762, 1939 Bentley overdrive 41,-litre Park Ward sports saloon, MR series, excellent condition; £1,50.

CENTRAL GARAGE (BINGLEY), £4,6, Whitler Bingley, Yorks. Tel. Bingley 3556.

1957 Bentley & Series, power-assisted steering, shell grey/fudor grey, grey upholstery; LOXHAMS GARAGES, Ltd., Preston, Lancs. Preston

1952 (July) Bentley Mark VI saloon, consider exchange.—Greenways. II., Alresford Road, Winchester.

1954 Bentley automatic saloon, finished black, low mileage: £2,350.—Smith, 44, Lennox Gdns., (C4082)

BENTLEY (3g, 44-litre and New 44-litre)
LINCOLN STREET MOTORS (B'HAM). Ltd., the
Midlands leading motor agents, for the following
carefully selected low-mileage Bentleys:—
1958 Bentley 5 type, power-assisted brakes and
scarling, hallow golden sand and gunnetal;
this car, for the sand and gunnetal;
this car, for the sand and gunnetal;
this car, condition; £1,955.
R type big boot, 2-tone grey, in magnificent
condition; £1,955.
Mark VI big bore, small boot, finest example
we have ever seen; £1,450.
1950 Bentley standard steel saloon, in outstanding
A Lt. the above at 1s, Lincoln St., Balsall Heath,
A Birmingham. Tel, Calthorpe 3751-2-3. Terms and
exchanges our speciality. Open 9 till 8. Sundays 18
till 2. (C3153
DENTLEY, 1935. 516-litre fixed head coupe by Hooper,

BENTLEY, 1955, 51/2-litre fixed head coupe by Hooper, in sound mechanical condition throughout; £255 c.n.o.—Acorn 673 [Cil20]
1951 Bentley saloon, duo-tone grey with grey upported by the saloon of t

1934 (December) Bentley Freestone Webb saloon cannot be faulted, maintained regardless £435.—Cogswell, East Grinstead 4444.

1956 (June) Bentley 8 Series, black, beige uphol-stery, one owner, complete history; £3,850.— Kestrel Garage, Marine Rd., Eastbourne 6636. (C3166 1938 Park Ward 44/s-litre saloon, well above average condition; £385.—Spicers Car Sales. Hitchin [C413]

DENTLEY S. Steel saloon, 1949, velvet green and pearl grey, private sale: £850; no offers, absolute bargain, or exchange S type; day, Ger. 5527, [1479]
BENTLEY R type saloon, 1954, midnight blue, light grey leather upholstery, cannot be faulty; £2,450.—Northern Car Sales, Ltd., Long St., Thirsk. Tel. Thirsk. 2661-2.

AZ MOTORS offer 1948-9 Bentley Standard Steel saloon, duo tone, magnificent condition, radio, heater, any examination: £795!—Palmerston Rd., N.W.6. Mal. 4723. [Cloil

1954 Bentley III type automatic saloon, dual shell/ Tudor grey, one owner full history, mint condition: £2.475.—Belle Vue Garage, Whitegate Drive, Blackpool. Tel. 28502.

C2524

C386 !!!—Bentley Mark VI, fitted James Young 4looks as modern as 1954 model, engine overhauled,
superb condition, wonderful value,
superb condition, wonderful value,
superb condition, wonderful value,
superb condition, wonderful value,
superblaced care CREEN (2stablished 1897): 100

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C582 | C482 | C482 |

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425, High Rd., Finchley. Finchley 6222. (C2052)
1947 Bentley Standard Steel saloon, 81,000 recorded miles, a considerable sum has been spent on this car, such as full-flow engine fitted, rear when spats, chrome waistband, bills for £290, black with brown leather, immaculate.

1947 (December) Bentley Standard Steel saloon in 1947 (December) Bentley Standard Steel saloon in condition throughout, original tool life, recorded milesge condition throughout, original tool lift, etc. on the condition throughout, original tool lift, etc. and indiend with the saloon with indiend division, fully adjustable front seats, midnight blue coachwork without the faintest blemish, beige leather with dark blue piping, one titled owner, the whole car in virtually new condition with an exceleint history.

t history. HE FORUM GARAGES, Drayton Gdns., Kensington (4821). [1963

1959 (Mar.) Bentley "S" Series, standard Sundym glass, many extra features, in perfect condi-tion throughout; £5,350.—Rippon Bros.. Huddersfield. Leeds and Sheffield.

1951 Bentley, dual grey, excellent mechanical con-including reconditioned engine by makers; £1,100.— Lawrence, 37, Westfield Lane, Rothley, Leics. Tel. Rothley Park 517.

325gns.—Bentley, 1937, 44;-litre 4-door saloon, duo tone grey silding head, heater, carefully used; written guarantee; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (7tube), N.W.S. Hampstead 6041.

1950 (June) Bentley Mark VI SS saloon, grey overhul, excellent appearance and order. written guarantee; £1.050.—Clayton's Cars (London). Ltd., 17, Bruton Piace, London, W.I. Hyde 9184. (C1050

1950 (Nov.) Standard Steel saloon, black and silver grey, maroon interior, recent engine overhaul, tools complete, new tyres, taxed; 2900.—Arden, Cranse. Wood End. Tanworth-in-Arden, Warwicks, Tanworth-in-Arden 271.

CONTINENTAL pillarless sports saloon by Gurney Nutting on 1935 chassis, immaculate appearance and excellent mechalisms, bills for £600 in last year on the consumer of the con

EDWARDS & Co. (BOURNEMOUTH). Ltd., 189-183.

Commission of the Com

S series 1956 Radford countryman saloon with reclinging seats, picnic tables, estate car convenience, genuine certified mileage 22.500, recently serviced by manufacturers, radio, taxed, guaranteed; £3,950; exchanges, terms.—Rudds, Automobile distributors, 41, High St., Worthing 7773/4. Demonstrations at your address.

GW —An unusual Bentley chassis No. B189 A.E.; owned originally by W.O. and by Roy Fedden, fitted special body to Fedden's design, 2 owners only since, grey/blue leather; this car is in remarkable condition for its years and is mechanically beyond reproach, history available; a sound investment for the connoisseur at £295.—Gordon White & Co., Ltd., Gerrards Cross 2077-8.

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May-

BENTLEY (3½, 4½-litre and New 4½-litre)

PARK WARD drop head coupe, first registered Dec.
Lid., including latest type body, the car has since
lovered 20,000 miles, only one previous owner, history
an be confirmed, colour shell grey, maron trim;
£1,850.—Tel. Mr. Chapman, business Ley. 6506; private
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1926 BENTLEY (Pre-1931)
1926 Bentley 3-litre Red Label Open V.D.P. short condition, taxed; £395.—Automo, Ltd., 229, West End Lane, N.W.6. Hampstead 3490.

1928 two owners since new, both body and mechanics in near perfect condition.—Sout-Moncrieff, Rock Cottage, Basford Hall, Leek, Staffordshire. Tol. Churnet Side 300,

VINTAGE Bentley 3-litre, red leather, short chassis, speed model with open 4-seater longwing tourer conchwork by Vanden Plas, one of the finest existing specimens, completely rebuilt in '58.—Simmons. Gro. 1795.

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1952-3-4 Bentley s.s. saloon.-47, Sloane St., [C3060 ALL models of Bentley purchased.—Forum Garages, Drayton Gdns., Kensington (4821). [T9050

MARK VI Bentley; recent Rover 60 and cash offered.

—Durngate House, Winchester. Tel. 5747. [W1010]

CASS'S MOTOR MART require good Bentleys.— 5. Warren St., W.1. Eus. 4110/3523. [W1040

DUNCAN HAMILITON & Co. urgently require Bentleys.—35. High Rd., Byfleet, Surrey. Byfleet 3101. [W1091]
GEORGE NEWMAN & Co. purchase for cash postwar Bentley cars.—369, Euston Rd., London, N.W.I. Eus. 4466 (12 lines). A 1953 Bentley R type required, must be under 20,000 miles Bentley enthusiast.—Please 'phone Palmers Green 2903.

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THE Bentley specialists.

WE hold the largest stock of pre-war Bentley spares in the U.K.; repairs and service by Bentley trained staff.—69, Westow St., Crystal Palace, [5490/R] Livingstone 3362-3.

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[S1191

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MPHW will service your Berkeley.—Workshops, W.11. Park 1124. [S3156]

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PRIDE & CLARKE—best buyers.—Brixton 6251. ROWLAND SMITH'S, the Bond buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

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RODNEY HOWARD, Ltd., Sole London Distributors.

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PART extinations terms arranged.

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1958 Borgward Combi estate car, grey/red, Webasto Bruton Place, Berkeley Sq., London, W.1. Mayfair 0661.

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[03166]
1959 model TS Isabella de luxe saloon, colour brick
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adio, heater, covers, left-hand drive; £615
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403 beautifully maintained Bristol red saloon, two owners from new, no fast driving or competitions, genuine low mileage specimen, recently insert of the saloon of the sa

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1956 Buick 4-door Riviera Roadmaster, full power equipment, 22,000 miles only; £1,675.—Kensington 6642.

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1959 Chevrolet Impals 4-dr. hard top, r.h.d., V8, automatic transmission, power brakes, radio, heater, white sidewalls, 2-tone blue, very low mileage. B Martin's Lane, W.C.2. Temple Bar 3588, (C1027. 1957 Chevrolet Bel Air pillarless saloon, duomileage, a beautiful specimen, unmarked and perfect in every respect; £1,295.

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Regent's Park, N.W.I. Primrose 0161, [0677/R]

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CITROEN distributors.
OFFER

WITH 4 months' guarantee:-

1957 (September) Citroen DS19 saloon, grey, white top, blue interior, 23,000 miles only, beautifully kept and maintained, indistinguishable new; fully kept and maintained, indistinguishable new; £1,195. ESENCICE STATION, Lex Garages, Ltd., AC Corner, Stonebridge Park, North Circular Ad., N.W.10.

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1959 Citroen ID19, Avian blue/white top, 3.500 miles, as new.
1955 Citroen Light 15, black, radio, showpiece.
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C2111
CAMDEN MOTORS. Citroen agents and stockists, new and used Citroens available.

1958 Cit and Bay and blue with and usual extras, immaculate throughout, nominal mileage; £1,195.

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20 NE brand new Citroen ID19, in black and red also available.

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DS19 or 2CV.—Worthing Motors, Ltd., E7035 Broad-water Rd., Worthing, Tel., 71.

B&M GARAGES, Ltd., 42, St. Michaels St., Paddington 6877.

T. W. HOLLIDGE, Ltd., Citroen agents, sales service.—64, London Rd., Kingston 6201-2-3. [C2124 T. N. KENDALL & Co., Citroen agents, sales and service.—26-30, Portman Close, W.1. Welbeck [0149/R

1959 (November) Citroen 1D 19 saloon, Avion blue, works mileage: £1,350.—Belle Vue Garage, Whitegate Drive, Blackpool. Tel. 28502. [2246]

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MALCOLM (LEIGH-ON-SEA), Ltd.,

939-953,

London Rd., Leigh-on-Sea, 16, 72853-3, [1944]

CITROFN Light 15, 1952, one owner.—Reynolds, 85, Newnha Ne. Bedford 67912. [1461

1958 Citroen DS19, 2-colour paintwork and uphol-stery, fitted radio and taxed, a joy to drive, years ahead of all in its class, one owner; guaranteed;

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1950 (April) Citroen DS19, 4,000 miles, off white (top), blue (lower), special French blue reclining seats, radio, heater, windscreen washers, wing mirrors, £70 extras, as new; owner going abroad; £1,450. D. MALCOLM (LEIGH-ON-SEA), Ltd., 939-953, London Rd., Leigh-on-Sea, Tel. 72333-4, [1943

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LEXANDER conversions give sparkling performance with economy new and used converted cars for immediate or quick delivery, include Farins A90, Austin-Healey Sprite, Riley 1.5, the latest Ford Popular, Hillman Munx and Sinnea; others arriving, converted and unconverted; let us know your requirements—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel. 34. [C1094]

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DE36 Straight Eight, fitted with drop head coupe most striking care ever produced, one of two freat Britain, finned produced, one of two left in Great Britain, finned produced, one of two left in Great Britain, finned produced, one of two left in Great Britain, finned produced, one of two left in Great Britain, finned produced, one of two left in the great produced, one of two left in the great produced by the grea

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IMOUSINE, 1957, DK400, division, 3 face-forward meeting occasionals, heaters, radio, screenwash, 19,000 miles only, one private owner, black, a fine example of this rare model, JACK ALPE LIMOUSINES, 50, Marylebone High St.. [C1105]

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1952 Consort in black, with brown leather up-mirrors and other extras, excellent: £395. K. J. MOTORS Limited, Widmore Road, Bromley, Rent. Ravensbourne 3456.

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1955 Daimler Century saloon, black with red ininterior, excellent throughout; £695.

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AlmLER Century Mark II saloon, 1956, dark green original meters to match, one owner since new, as a Band wery beautiful condition, moderate mile-age: £838 dr

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CHARLES FOLLETT, Ltd., official Daimler retailers,

1957 Daimler Century automatic gear box saloon, positive complete engine overhaul, 6 months' guarantee; £1,75 SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.

SHOWNCOMES: 18, BETREIEF St., ADMINIST. W. S., SERVICE and Stores: Barnsdale Yard, off Elgin Ave., (C2010 1952 Daimler Consort in black, radio, heater, exceptionally nice car; £395.

CORNER GARAGE, Gorton St., Blackpool. [C2083]

1957 Daimler Century automatic, one owner, radio; 21,285,—Robbins, East Putney, Tel. 7881. [C5300]
Cass's MOTOR MART.—1952 Daimler Consort, black, 2575.—5, Warren St., W.l. Euston 4110, 3523, (C1040)

£345.—1951 Daimler Consort saloon, one owner, perfect condition.—Tel. Teddington 1058. [C4053

DAIMLER Century Conquest Mk. II automatic saloon, black, one owner, first reg. May 1957; HILLS GARAGES, Port St., Piccadilly, Manchester, 1. [1970]

1951 Daimler Consort saloon, grey with red leather upholstery, first-class condition throughout;

E445, Reading 53021. Ltd., 15-15, Caversham Red., Reading 53021. [223]
1956 Daimler Ladies One-O-Four saloon, black with beige upholstery, automatic gear box, fitted radio, spot lights, excellent condition; E1,525. H. A. SAUNDERS, Ltd., Austin House, Worcester, Tel. 27100.

STRATSTONE, the leading Daimler agents for 35 good used Daimlers.—Stratstone, 40, Berkeley St., W.I. 1954 Conquest Century, marcon. radio, excellent data of the condition: 2645.—Clerkenwell 4425. Syd.

1954 Daimler Conquest Century, silver grey with blue leather upholstery, excellent condition throughout; £625.—Tel. St. Albans 56051.

throughout; £625.—Tel. St. Albans 56051 [2043]
1955 | Daimler Century saloon, grey, approximately 25,000 miles, a good genuine specimen; £798.—E. D. Abbott, Ltd., Farnham, Surrey. Tel. £628.
FOR sale, owner retiring from business wishes to dispose of fleet of Daimlers (6), one convertible from limousine to hearse, immaculate condition; offers.—Tel. Bermondsey 6378.

1955 (October) Daimler Regency saloon, one owner, guarantee; £895.—Clayton's Cars (London), Ltd. 17.
Bruton Place, London, W.I. Hyde 9184.

1055 Daimler Conquest saloon, black/red uphol-

1955 Daimler Conquest saloon, black/red uphol-tion; £695. Maidenhead Autos, Ltd., Bath Rd., Tap-low, Bucks. Maidenhead 4900.

1951 Damiler Consort, black, brown leather, fac-tory reconditioned engine, a very smart and the car; £460.—Wray Park Garages, Ltd., Reigate 2265. 2365. —Daimler 24, litre saloon de luxe, green, hide \$395. —Daimler 24, litre saloon de luxe, green, hide upholstery, heater, H.M.V. radio, small mileage, one private owner retiring from motoring, contract maintained.—The Market Garage, Tring 2049.

1951 Daimler 2½-litre Empress saloon by Hoogen es. 65,000, immaculate throughout: 6950.—Kingscote & Stephens, Ltd., London Md., Gloucester. Tel. 21278.

1954 Daimler Conquest Century saloon, registered this car has been maintained regardless of cost, black, red leather; £725.—Wheelers (Newbury), Ltd., Newbury, Ed. 1020.

1952 Daimler Consort saloon, well maintained and battery, etc., open to any examination, writen guarantee; £395.—Clayton Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184.

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AIMLER Conquest and Century saloons, res. 1955 and regularly maintained; we are particularly interested in meeting owners who are contemplating the purchase of another car on an exchange basis, but we would be prepared to purchase for cash; our representative will call anywhere in the country by did not be compared to the country by t

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CASS'S MOTOR MART require good Daimlers.—
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ROWLAND SMITH'S, the Daimler buyers, highest
Cash prices.—Hampstead High St., N.W.3. Ham
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XXX H. F. Edwards are excellent cash buyers of good Daimiers.—154, Great Titchfield St., London, W.I. Langham 0012. [W2005]

Longon, W.I. Langham 0012. [W2005]

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1956 Dodge Custom Royal saloon, automatic, new Box 6071.

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D.K.W. 1000 f.h. coupe, July, 1959, 1,400 miles only, in dark grey and off white, this car is as new and offered well under list price.—Ring Mr. Harnett Bournemouth 20271.

10412

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1955 1.h.c., all extras, very good condition, for tyres; £540.—"Linton," Guildford Rd., Gt. Bookham, Surrey. Bookham 3657 evenings. [1986] 1959 (Nov.) D.K.W. f/h coupe, dual blue white, delivery misage only, cost £1,150, now offered at £1,025.—Highfield Motors (8), Ltd., 178-181, London Rd., Sheffield, 2. Tel. 51059.

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DUGHT for oash (including left-hand drive from

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On all matters of sales, spare parts, repairs and service consult us, a subsidiary of Ford Motor Co., Ltd.—Lincoln Cars, Ltd. Great West Rd. Brentford. Tel. Isleworth 6074.

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1. 1958 Consul Farnham estate, duo-colour, flat floor example, fully guaranteed; £860.
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HUMBER Hawk estate 1956 Series, Alpine mist, red interior, 19,000 miles only, a very useful vehicle; £825.—35-41, Holdenhurst Rd., Bournemouth, Tel-26566.

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HILLMAN/Commer estate car, finished in maroon and beige, folding seats, good mechanical condition, ideal goods/passenger vehicle or suitable for dogs, shooting, station work or small business and pleasure car, 1956 modi

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45 ms.—Morris Oxford 1958, Mark IV. Traveller, birch grey, red leather, heater, roof rack, one owner, scarce model.

595 ms.—Morris Minor 1000 1958 de luxe Traveller, heater, heater, one careful owner; choice of 2.

75 ms.—Morris Minor 1000 1958 countryman.

75 leather, heater, one careful owner, choice of 2.
75 gns.—Austin A40 November 1955 Countryman, heater.
75 gns.—Hillman Husky 1955, duo tone, heater, roof rack.
76 gns.—Hillman Husky 1955 Belvedere all steel estate 325 gns.—Austin A40 1954 Countryman, heater.

250 ms.—Morris Dormobile 1954 Martin Walter 12-seater: written guarantee over £300; terms, exchanges, list; open 9-7 week-days and Saturdays.— Rowland Smith, Hampstead (Tube), N.W.5. Hamp-stead 6041.

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1958 Standard 10 Companion estate car (Stan-miles; £575; Cream and green, heater, 28,000 1958 Fabris Minor 1000 Traveller car, black, 1958 Baster, 19,000 miles; £665. 1958 Hillman Mins Series II estate car, grey, red 2745.

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Wiles; £875.
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1955 Morris Minor Traveller de luxe, one owner, blue, exceptional condition; £495.—Clerken-well 4425. Syd. 4648.

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1957 (August) Morris Oxford estate car, one
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XXX 1936 3.694. [Clilido]

XXX 2 wing mirrors, screenwashers, carefully used small mileage estate car; £549; written guarantee; terms, exchanges.—H. F. Edwards, 28/34, Upper High. St. Epsom. Tel. 5611.

1958 green, fitted overdrive, radio, sun visor, extra spot lamps, etc., etc., only done 12,000 miles, immacu-iate throughout: £1,015.—Woodthorpe Garage, Ltd. Woodthorpe Drive, Mapperley, Nottingham. Tel. 65968.

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FACEL VEGA Solidary with matching leather interior, radio, heater, manual gear box, wire wheels, disc brakes; £1,600.

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Fiat 1955 500C station wagon, ideal town or country: £325.

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1959 Fiat 1200 saloon, maroon, 9,00 only; £895. 10-12, Peter St., Manchester, 2. Bla. 9265-6-7. HUXFORD & SON, Ltd., offer:-

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Fiat models on show: demonstration cars always available.—West St.. Fortchester, Bants. Cosham 70222-5.
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1956 Fiat 600 saloon, low mileage, unmarked; B. J. HUNTER, Ltd., 22, Cricklewood Broadway, (C2040 HORNBY PARK MOTORS, Fiat distributors.

MMEDIATE delivery new 1800, list.

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1956 Fiat 600, blue, good condition; £415.—Blue Star Garages, Belsize Rd., N.W.6. Mai. 5555. 600 Convertible, 19561/2, pastel grey, lovely car; £445.—Mrs. Blatchly, Kings Wellwarden Hill Rd., Cheltenham.

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1939 Fiat 500, resprayed cream; £80.—Tupper, Sussex. (1846

1955 Fiat 600 saloon, blue, in perfect condition, £360.—Arnott's Garage, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161.

1958 Fiat 500, 5,000 miles only; £465.—Farnham, Surrey. Tel. 4873-4. [C2110]

1957 (June) Fiat 600 salcon (winding windows), Perrymead, Prestwich, Manchester. Tel. Prestwich (C2082

1960 model 600 convertible, brand new, immediate Richards & Carr, Ltd., 132, Sloane St., S.W.1. Sloane 6165.

SLOCOMBES offer one of the rare Fiat 600 convertibles, recent engine overhaul, wheel trims, heater mirrors, etc.: £475; bart exchanges cars or motor cycles; terms—38-52, Dudden Hill Lane, NW.10. Willesden 4869 and 3934.

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1959 1200 Gran Luce, one owner, 12,000 miles bellishers, spare unused, cost £1,200; as new at £925—Elmbridge Motors, Ltd., Kingston By-Pass, Tolworth Elmbridge 2254.

Elmbridge 2254.

\$\frac{2345}{\text{sive}} = \text{Pilat 1400, 1953, exceptionally rare, expensive model, duotone, host extras; lists 100 quaranteed cars.—Benmotors, 1. Clarendon Rd, London, W.11. Park 5066/7. (50 yards Holland Park (Cl017)

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ROWLAND SMITH'S, the Fiat buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R GOOD Fiat required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden [W2000

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FIAT genuine spares from Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651, and officially appointed distributors and dealers throughout the country. [0909/R

FIAT 500, 1100 spares, full range, reconditioned units, metric spanners, modified high performance cylinder heads, 600, 1100, 508C in exchange; £15/10.

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HAVE an excellent choic of post-war 8hp saloons PHONE Harrow 4282 and 9140 for details.

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1957 (June) Ford Anglia, black with red up-mistery, heater, wing mirrors, windscreen washer, fog lamps, taxed, one owner, 19,000 miles; £395.—47, Sloane St., S W.1. Sloane 9288. [C3060 GUY SALMON AUTOMOBILES offer:-

1958 Ford Anglia de luxe saloon, ivory, heater, genuine 5,000 miles, one owner; £489.—
Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

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1958 Ford Anglia, 4,800 miles only, as new; £485.

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1956 (July) Anglia, one owner, heater, windscreen washer, very good condition; £385.—Eshet

1956 Ford Anglia, grey with red upholstery, heater, South St., Farnham (Surrey) 6234. [C2157]

1953 Anglia 8hp saloon, extras, excellent; £265.—Rawlings Tudor Garages, Ltd., 928-951, Fulham Rd., S.W.6. Renown 2281.

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1956 (July) Ford Anglia de luxe, blue, heater, ex-cellent condition; £440.—M.E.T. Garages, 409, Kilburn High Rd. Tel. Maida Vale 4801. [C3151

1957 Ford Anglia, grey, heater, a really genuine coles Garages, Ltd., 42, Worple Rd., S.W.19, Wim-bledon 0195. 96-96, Ewell By-Pass, Ewell 2393. [C1054

1957 (April) Ford Anglia saloon, black, red a one owner low mileage car in extremely good con-dition throughout, 2455; written guarantee; terms, ex-changes.—H. F. Edwards, 28,54, Upper High Epsom. Pel. 5611.

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1955 Popular, finished in black, very good order; W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. (C1025)

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Populars always avail-able; 'phone for our list.—Used Car Dept., Aiper-ton 2535.

1956 Ford Popular, black, 1.700 miles only; £325.
G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton.
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1958 (Sept.) Popular, blue, low mileage, one £305.

WOOD & LAMBERT, Ltd., Main Ford Dealer, 49, Stamford Hill, N.16. Sta. 3434.

£260 -1957 Ford Popular, one owner, taxed, blue with blue interior.—Vandyke 6188. [C3149] 1955 Ford Popular, green, in excellent condition; [C3181

1958 Ford Popular, green, 9,000 miles, our own demonstration car, A.1 warranty: £355.

Brent Cross Garage, Hendon Way, N.W.4, [C1097]

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1956 F. Pop., 19,000 miles, excellent condition; 8.W.5. Fremantle 6373.

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325 ens.—Ford Popular, 1958, trafficators, one owner, excellent condition; written guarantee; terros, exchanges.—Rowland Smith, below.
225 ens.—Ford Popular, 1955, trafficators, one owner, exchanges; its condition; choice of 8; terms, exchanges; its; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.S. Hampstead 6041.

1958 Popular saloon, green, 10,000 miles, one biles, 127. Parkway, Regents Park, N.W.1. Euston (2700/8894.

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1955 Prefect, fawn fitted heater; £445.

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1958 Prefect de luxe saloon, one owner, 7,200 miles, an excellent example; fully guaranteed; £505. 180 -184, Kensington High St., W.8. Western 7181. 68, North Row, Marble Arch, W.1. Hyde 2513. (C1069

WARWICK WRIGHT, Ltd., offer:-

1957 Ford Prefect de luxe saloon, black, grey and red upholstery, heater; £460.
WARWICZ WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041.

1955 Ford Prefect saloon, green; £389

McLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel, Hillsid: 0560/6306-8, [C3083 METROPOLITAN MOTORS, Ltd., offer:-

1956 Ford Prefect de luxe, green, green interior; & £410; low h.p. terms available.—192, Horn Lane, Acton, W.3. Acorn 5064.

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of Al Ford Prefects always available; 'phone for our list.—Used Car Dept., Alperton 2535.

1951 Ford Prefect, an exceptional car; £235; terms available.—Kingston 9518. [2225]

1957 Ford Prefect saloon, Corfe grey, fitted with heaftr, one owner; £465.

G. & B. GARAGE, Ltd., 33. Victoria Rd., Surbiton. [9379]

1955 saloon, heater, one owner, immaculate; £439.

Bridge Motors, Leatherhead 2564. [C1136]

1957 Ford Prefect saloon, very well kept indeed;
1958 Ford Prefect de luxe saloon, colour blue,
FERRABIS OF CRICKLEWOOD, Ltd. 200-220,
Open weekdays 8 a.m. to 6 p.m. [C2008

1958 Prefect de luxe, Dover white, heater, exceptional condition; £495.—Finchley 1503,

1956 Ford Prefect saloon, heater, one owner, in very good condition; bargain, £420.—Rey's Motors, Ltd., 75-75, Albany St., N.W.1. Euston 6984.

1957 Ford Prefect saloon de luxe; £485.—L. F. Tel. Addiscombe Rd., Croydon. Tel. Addiscombe 3066. [CL076

1960 Ford New Prefect de luxe, 79 miles only; £675.—Knight, Railway Approach, Becken-ham. Beckenham 1854

1956 Ford Prefects, one-owner cars: £435.—Smith & Hunter, 376, Kensington High St., W.14. [C4019

1957 (August) Prefect. Wells fawn, heater, good condition; £460.—M.E.T. Garages, 409, Kilburn High Rd. Tel. Maida Vale 4801.

1955 Prefect de luxe, immaculate, mechanical able at £330.—Grosveno: Car Sales, Gulidford, Wor pleadon 274.

1958 (October) Prefect de luxe, underseal, heater, etc., 5,000 miles; £525.—Rawlings Tudor Garages. Ltd., 928-931, Fulham Rd., S.W.6. Renown 2281.

545 gns.—Ford new Prefect 1958 de luxe, Pembroke Coral, heater, one careful owner, small mileage: written guarantee; terms, exchanges.—Rowland Smith.

below.
395 ms.—Ford new Prefect, 1956, grey/red, heater,
4: terms, exchanges; list; open 9-7 week-days and
Saturdays.—Rowland Smith, Hampstead (Tube). N.W.3.
Hampstead 6041.

DARADE MOTORS (MITCHAM), Ltd., ofer: 1959
Ford Prefect, blue, 6,000 miles only, as new, 6550; part exchanges and hire purchase, Monarch Parade, London Rd., Mitcham, Surrey, Tel. Mitcham, 392/7188.

1956 (Nov.) Ford Prefect de luxe, grey, heater, tion throughout; £455.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. 96-98, well p-Pass, Ewell 2933.

Ford Prefect Cars Wanted

ROWLAND SMITH'S, the Prefect buyers; highest
cash prices.—Hampstead High St., N.W.3. Ham.
[W4016/R

R. HARDY & SON, offer: 1958 Ford Squire, blue, heater, one owner, 14,000 miles; £525.—52-55, Marylebone High St., W.1. Hunter 0942.

WARWICK WRIGHT, Ltd., offer:—

1955 Ford Squire estate car, beige, red upholstery, Late, Late, WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041.

PERRY'S OF BOWES ROAD offer:-

1959 (July) Ford Squire, Newark grey, heater, one owner, 4,000 miles; £645.
W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. (C3128

COOMBS & SONS (GUILDFORD), Ltd.

FORD Squire estate car, July. 1958, one lady owner, finished in pale blue and really immaculate! Very own mleage; fitted with heater. etc. £565.
COMBS & SONS (GUILDFORD), Ld., Fortsmouth Rd., Guildford, Surrey. Guildford &2907. [C1057

1958 Ford Squire, light blue, heater, 16,000 miles, one owner, any trial; £550.—Wray Park Garages, Ltd. Reigate 2263.

1957 Ford Squire, genuine 17,000 miles, one owner, immaculate; £525.—Barnes, 315. Finchley Rd., N.W.3. Hampstead 2221. [C1142

METROPOLIS GARAGES, Ltd.

1958 Ford Escort, white with red upholstery, spot lamps, one owner, 13,000 miles; £525,-45, Earls Court Rd., Kensington, W.8. Western 4544, [1133]

A1 at Brown's.

1956 Mark II, low mileage; £650.
W. J. BROWN, Ltd.. 339, Finchley Rd., N.W.3.
[C1025] H. BEART & Co., Ltd., offer:-

1956 Ford Consul Mark II saloon, finished in Dor £995.—102. London Rd., and High St., Kingston-on Thames. Kingston 3348. R. S. CURRIE & Co. offer:—

1958 Consul. Kenilworth blue and black, 16,000 Grove, 2695,—105, Westbourne Grove, [C1095] DERRY'S OF BOWES ROAD offer:-

1959 low line Consul, Dover white, 5.000 miles, several extras; £795.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128 WARWICK WRIGHT, Ltd., offer:-

1957 heater, 27,000 miles: £675.
WARWICK WRIGHT, Ltd. Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 6050, 12005

WARWICK WRIGHT, Ltd., offer:-1957 Ford Consul seloon, grey and blue, heater;
WARWICK WRIGHT, Ltd., 393, Edgware Rd.,
N.W.2. Gladstone 0041. [C4137
ALLAN TAYLOR MOTORS, Ltd., offer:—
1958 Consul convertible, low mileage; £795.

HiGH St., Wandsworth, S.W.18. Vandyke 7222 (10 [C4104

HAROLD RADFORD & Co., Ltd., offer:-

1959 Ford Consul, Dover white, 5,000 miles; £795. [C4147]

DENHAM MOTORS (EAST MOLESEY), Ltd., offer:-1959 Consul drop head coupe, one owner, heater, owned; choice of colours very low mileage, privately DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of Al Ford Consuls always avail-ton 2535. (Close/Fig. 1)

1957 Consul, green, one owner, nice car; £585. WOOD & LAMBERT, Main Ford Dealer, 49, Stamford Hill, N 16. Sta. 3434.

1958 Ford Consul saloon, black, radio, 20,000
1958 miles; £650.
1958 mode! (Nov., '57) Ford Consul saloon, Dur1956 ford Consul saloon, blue and grey, radio,
1956 34 000 miles; £425.
CHARLES RICKARDS, Ltd., 12, Spring St., Paddington, W.2. Pad. 3440.
1955 ford Consul convertible, excellent condition
1955 throughout; £489.
McLAREN & COX. Ltd., 928. High Rd., North
Finchley, N.12. Tel. Hillside 0560/6306-8. [C3083]

1956 Mark II de luxe fitted heater, grey leather 1956 interior; £595.
1956 Mark I, one owner, 25,000 miles, heater; Guildford &525.—Guildford Motors, Ltd., North St., Guildford &6800.

1959 de luxe, dual tone. 4,500 miles genuine: [C2049]

FORD CONSUL

1958 (Oct.) Ford Consul saloon, heater, 20.370
miles, one owner; £675.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.I. Eus, 4466.

CHARLES FOLLETT, Ltd., officially appointed Ford retailers, offer:—
1958 Ford Consul, Durham beige, 17,000 miles, PhowRoOMS: 18, Berkeley St., London, W.1. May-SERVICE and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1957 Consul, ivory, heater, wing mirrors, guaranteed; £650.—Mitcham 2976/7308, [C3164

CONSUL 1956 I saloon, htr., one owner, genuine 27,000 miles only, in outstanding condition, 2-tone B&M GARAGES, Ltd., 42, St. Michaels St., Pad-[0437/R

1958 Ford Consul saloon de luxe, one owner, wing mirrors, immaculate condition: £695.

ARNOTIS GARGES, Grange Rd., Willesden Green. (9900)

£425!!!-1953 Ford Consul, superb specimen, speed-spot lamps; choice 4 other Consuls. LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges; hire purchase,-421-423, High Rd., Finchley. Finchley 6222. [C2052

1955 Consul 2-tone black/cream, heater, low mileage, immaculate car; £495.—13, Coombe Rd., Kingston, Surrey. Kingston 8886. [C3016]

1958 de luxe, one owner, two-tone, 13,000 miles; Guildford 68001. Rote St., Guildford 68001.

1958 Consul, black, one owner, regularly serviced.

Ladbroke (C3127)

1956 Ford Consul Mark I, heater, immaculate condition, one owner; £485.—Kirkdale Cars. Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068 1957 Ford Consul saloon, green with matching interior, fitted heater, a superb as new example; £615.—Burgh Heath 3836.

1956-7 Consul saloons, choice of several, various colours; not self-drive or hire vehicles; all guaranteed. £995. OAKTHORPE MOTOR Co., Ltd., North Circular Rd., Palmers Green. Pal. 1028. [C3126

1956 Ford Consul, one owner, 16,000 miles; £575.

—Farnham Motor Co., Ltd., Downing St.,
Farnham, Surrey, Tel. 4873-4. [C2110

645 ms.—Ford Consul 1958 Mark II. Richmond blue, heater, excellent condition; written guarantee: terms, exchanges.—Rowland Smith, below 445 ms.—Ford Consul, September. 1955. fawn.—Ford Consul, September. 1955. fawn. changes; list; open 97 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041.

1954 Ford Consul, grey, one owner, low mileage, well maintained car; £440.—Northwood Hills Motor Co., Northwood 3271.

1957 Consul, heater, radio, black with red in-lists. Campbell Symonds. Alperton [C1037]

1954 Ford Consul convertible, heater, 2 owners; St., Farnham, Surrey. Tel. 4873-4.

CHOICE of 3 good Consuls, Mark I. 1956-55-54, all good, from £425.—Roys Automobiles, 127, Parkway, Regents Park, N.W.1. Euston 2700/8894. [C3059 1959 Ford Consul seloon, fawn, heater, one owner; £765.—Richard France, Ltd., 252-254, High Rd., Tottenham, N.15. Tottenham 0353. [C2118

1955 Ford Consul, heater, recent new engine. E445.— Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham (C2068

1955 Ford Consul Phase I saloon, black, heater, a Garage), Ltd., 79, Pentonville Rd., N.I. Terminus 1001.

1956 (Aug.) Ford Consul Mk. II saloon, Carlisle well-known owner, low milesge, excellent order and guaranteed: \$515.
Littlewick Green 70; evenings and weekends.
Littlewick Green 70; evenings

1954 Ford Consul saloon, heater, due tone blue

L. F. Dove (CV), Ltd., 96-98, Lower Addiscombe Rd.,
Croydon. Add. 5131.

1958 (May) Ford Consul, heater and accessories, £700.—M.E.T. Garages, 409, Kilburn High Rd. Tel. Maida Vale 4801.

1957 Ford Consul convertible, Brecon grey/red, taxed, unmarked, low mileage; highly recommended; 5 months' guarantee: £725.

OAKTHORPE MOTOR Co., Ltd., North Circular Rd., Palmers Green, Pal. 1025.

8000 miles, 1959 Consul Mk. II. colour beige, 2715; part exchanges, cars or motor-cycles; h.p. terms.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willeaden 4809/3934.

£375.—Consul, beautifully maintained 1952, better most 56's, pastel, matching interior, host extras, choice 4; lists 100 guaranteed cars.—Renmotors, 1, Clarendon Rd., London, W.11. Park 5066/7, (50 yards Holland Park Tube.)

FORD CONSUL
1956-7 Consul Mark II convertible, power hood, radio, heater, all extras, finished cream, undersealed, in immaculate condition throughout: £710.
—Tel. Riiburn 6639.

XXX 1958 mdl. Ford Consul saloon, new type under wings, heater, enclosed gear change, really beautiful condition—£725; written guarantee; terms, exchanges—H. F. Edwards, 28/34, Upper High St., Enom. Tel. 5611.

1957 (April) Consul, finished in unblemished model with hide interior also in two colours to match bodwork, all practically new tyres with T & C on rear wheels, fitted heater, loose covers, twin chrome passiamps, taxed, a genuine one owner 27,000 mile car which is a superb example; 2660 terms, exchanges, MAIDSTONE ENGINEERING CO. Smethurst St. Maids and the superbound of the consequence of

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Consul buyers: highest cash prices.—Hampstead High St., N.W.S. Ham. 6041.

## FORD ZEPHYR

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Hillside 6621, offer:—

1956 Zephyr convertible, blue, power top, heater, convertible, blue, power top, heater, the purchase facilities available, HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042] CAR MART, Ltd.

OFFER with six months' guarantee.

£615.—Ford Zephyr saloon, Mk. II, radio, heater, CAR MART, Ltd., 320, Euston Rd. N.W.1. Euston Rd. 1212.

FRIC HAYES, Ltd., offer:-

1957 (October) Ford Zephyr in green, one owner, 1957 radio and heater: £645:
1958 Zephyr saloon. one owner, leather upholstery, heater. excelle it condition: £450.—18.
Bishopsbridge Rd., W. 2. Ambassador £266. [22035 RUSSELL MOTORS, offer:-

1958 model Ford Zephyr saloon, black with red upholstery, heater, wing mirrors, taxed, one owner, 19,000 miles; £625.—47, Sloane St., 67368

T. DAVY, Ltd., Ford Dealers.

1959 Zephyr saloon, one owner, 7,700 miles, over-cigar lighter, seat covers, superb condition throughout, fully guaranteed; 2825. 180—184 Kensington High St., W.8. Western 7181. 68, North Row, Marble Arch, W.1. Hyde 2315.

METROPOLIS GARAGES, Ltd.

1957 Ford Zephyr, green with beige upholstery, radio; £675,-45, Earls Court Rd., Kensington, W.8. Western 4544

WARWICK WRIGHT, Ltd., offer:-

1958 Ford Zephyr Phase II automatic saloon, grey, 1958 blue upholstery, heater, 15,000 miles; £850, 1958 (Cotcher) Ford Zephyr saloon, cream, beige upholstery, heater, 15,000 miles; £734, beige WARWICK WRIGHT, Ltd., Lord's Court, St., John's Wood Rd., L. ndon, N.W.8. Cunningham 6050,

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Zephyrs always available; 'phone for our list.—Used Car Dept., Alperton 2535.

1955 Zephyr, radio, heater, many extras, grey:
JACQUIER, Ltd., 229, Hammersmith Rd., London,
[C2043]

1958 (Feb.) Ford Zephyr saloon, heater, 14.711 miles, one owner; £700.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466.

1959 F. Zephyr. 8,000 miles, dark blue finish. heater, radio; £795.—Kings Motors, New Rd., Oxford. Oxford 41681.

1956 Zephyr Mark II. green, heater, radio, spot symonds. Alperton 1515, Ftc.; £635.—Campbell Symonds. [C1037/1

AZ MOTORS offer 1953 Zephyr saloon, exceptional value; £350!—Palmerston Rd., N.W.6. Mai.

4725.

\$375!!!-1952-5 Ford Zephyr, immaculate black engine, choice 5 others.

\$6365!!!-1956-7 Zephyr Mark II, one owner, 26,000 miles, new tyres, bargain, LAMBS OF WOOD GREEN (Established 1897): 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley, Finchley 6222.

1955 Zephyr, mileage 13.600, saloon, leather, radio, heater, etc., perfect condition; £520.—Young. Channel Breezes, South Cliff Rd., Bournemouth. [1852]

1953-4 Ford Zephyr saloon, heater, guaranteed £380.—Oldfield, 386, Kensington High st., W.14. Wes. 6631.

1957 Ford Zephyr automatic, de luxe saloon, blue/ beige. in first class condition; £775.—Ascot Service Station, High St., Ascot, Berks. Ascot 1649. (C1188

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FORD ZEPHYR
1955 Ford Zephyr. 2 owners, heater, etc.; £515.
—Farnham Motor Co., Ltd., Downing St.,
Farnham, Surrey. Tel, 4873-4. (C2110

Farnham, Surrey. 121, 2010—1 1957 Zephyr convertible, black, one titled owner, vendition: £835.—Olivers Garage, Hawkhurst 2181. [2090]

1957 Ford Zephyr convertible, power hood, heater, immaculate, as new; £795.—Portsea Motors, Ltd., 136-142. Finchley Rd., N.W.3 (opposite Finchley Rd. Tube Station). Hampstead 9661.

1957 (Sept.) Zephyr saloon, grey, heater, screen-cash: any inspection and trin' by appointment.—Tel. Wallingford (Berks) 2268.

1954 Ford Zephyr estate car Mark I, excellent conditioned specimen of this rare model, £475; also a 1953 at £450.—E. D. Abbott, Ltd., Farnham. Surrey. Tel. 6282.

395 gns.—Ford Zephyr, 1954, Winchester blue, blue leather, heater, screenwashers, excellent condition; changes; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead (Gube), Saturdays.—

Ford Zephyr Cars Wanted

ROWLAND SMITH'S. the Zephyr buyers; highest
cash prices.—Hampstead High St., N.W.S. Ham
COULT. (W4016/B

# FORD ZODIAC

COKING for a Zodiac?

WE have an excellent 1956 model in grey/blue with the Ford Al warrantee; at £655.

BEBNT CROSS GARAGE, Hendon Way, N.W.4.
[C1057]

WARWICK WRIGHT, Ltd., offer:-

WARWICK WRIGHT, Ltd., Gliss aloon, ivory and black, cream and fawn upholstery, heater, 17,000 miles; £695.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050.

GUY SALMON AUTOMOBILES offer:-

1958 Ford Zodiac saloon, 16,000 miles only from one-owner car: £855.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-5.

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of Al Ford Zodiacs always avail-ton 2535.

CHARLES FOLLETT, Ltd., officially appointed Ford retailers, offer-reduce Farnham Estate, automatic mileage, 6 months' guarantee; 2875.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266. Service and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1957 Ford Zodiac convertible, special wheel carrier, wory, immaculate car.

BRITISH & COLONIAL MOTORS, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

1956 Ford Zodiac saloon, green and Ivory, many extras, including built-in radio, taxed; £595.

OAKTHORPE MOTOR Co., Ltd., North Circular Rd., Palmers Green. Pal. 1025.

1957 Ford Zodiac automatic saloon, blue and fawn with blue upholstery; £225, UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Grosvenor 4141.

1959 (May) Ford Zodiac, absolutely as new, fitted all extras including radio, a large saving at only £920. SWAIN & JONES, Ltd., Farnham, Surrey. Tel. 6201 (4 lines). [2255

1958 (late) Ford Zodiac saloon with overdrive, one owner, low mileage, black, immaculate our, A.l warranty: E225.
A G. POTTER (PRAMLINGHAM), Ltd.. Tel. Framlingham 215-67-6.

1959 (November) Zodiac, yellow and white, 300 miles only; £925.—Phillips Motors, 77, Chalk Farm Rd., London, N.W.1. Pri. 6666.

1957 saloon, 2-tone, very low mileage, beautiful condition; £665.—Chipstead Motors, 142, Holland Park Ave., London, W.11. Park 3445. [C1046]

Holland Park Ave., London, W.11. 14,000 miles, immunitation maculate throughout; £825.—Phoenix Motors, Ltd., Oxford Rd., Gerrards Cross. Denhtm 2716. (GS141

1955 Zodiac, duo-tone grey, radio and heater, etc.; £495, immaculate car; terms.—Godfrey Lambert Auto, Godstone Rd., Whyteleafe, Surrey. Uplands 7735,

7755.

1956 (Sept.) Ford Zodiac/Borg Warner overdrive, and cream, one owner, perfect; £620; new car arrived, —Tel Ric. 2434 before 8.30 a.m. or evenings, or Box 6044.

\$\frac{\text{\$\color{0}}}{2735}\$ only o.n.o.—Outstanding 1957 Phase III zodiac, automatic overdrive, chauffeur maintained, 2-tone, extras, genuine 25,000 miles; h.p. if desired.—Moule, Champneys, Tring, Herts. Berkhamsted 406.

1954 (Oct.) Zodiac, 32,000 miles, Dorchester grey and black, in immaculate condition, many extras including radio, overdrive, undersealed; £495.—Innes Ireland, Ltd., Golden Acres, Elstead, Surrey, Elstead 219.

1958 Ford Zodiac Farnham estate car, automatic ous extras including Halda speed pilot, immaculate condition: £1,125.—Maidenhead Autos, Ltd., Bath Rd., Taplow, Blucks, Maidenhead 400, Ltd., Bath Rd., Taplow, Blucks, Maidenhead 400, Ltd., Bath Rd., Taplow, Blucks, Maidenhead 400, Ltd., Bath Rd., Taplow, Blucks, Maidenhead 490, Ltd., Bath Rd., Bath Rd.,

FORD ZODIAC

1958 Ford Zodiac saloon, one owner, supplied new by well maintained example, 3 months' guarantee; 2765.—C. & W. Motors, Ltd., Queens Head Garage, East End Rd., N.S. Finchley 6256 (3 lines). (C1200

625ms.—Ford Zodiac late 1956 Mark II, fawn/blue, radio, heater, screenwashers, whitewall tyres, excellent condition; written guarantee; terms, excellent condition; written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6941.

Ford Zodiac Cars Wanted

FORD Zodiac saloon required, latest type only.—81,
Alresford Rd., Winchester. [W4087]

ROWLAND SMITHS, the Zodiac buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

FORD (V8)

FORD Pilot '50; £250; deposit £9,0/7; first of 36
monthly instalments; many others on no-deposit
terms.—Shepton Mallet Transport, Lid., 39, Wilson
8t., Finsbury Sq., London, E.C.2. Tel. Mon. 7684.

195gns.—Ford V8 Pilot, 1949, leather, heater, screenwashers, very good condition; choice of 5; terms, exchanges: list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041.

ROWLAND SMITH'S, the Pilot buyers; highest cash prices.—Hampstead High St., N.W.5. Ham, 6041.

SCOTT CARS. FORD FAIRLANE

1959 Ford Fairlane, l.h.d., 6 cylinders, automatic, radio, heater, absolutely as new, 1959 Ford Fairlane, right-hand drive, automatic, 1957 Fadio, heater, immaculate. 1957 Ford Fairlane, right-hand drive, automatic, radio, heater, immaculate. COTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead #676/7779.

DETER BANTOCK CAR SALES offer:-

1959 Ford Fairlane Victoria saloon, black red, equipped with every conceivable extra, this magnificent car is virtually brand new having done only 3,000 miles; £2,150,—104, High Rd., Chiswick Conceivable of the control of the contr

1956 Ford Fairlane 4-door station wagon, Forda-matic drive, radio, 35,000 miles; £1,175. WOKING MOTORS (MAYBURY HILL), Ltd., Woky-ing, Surrey. Woking 4277.

1956 Ford Fairlane autometic saloon, r.h.d., finished in black and blue with blue upholstery, fitted heater, immaculate; £1.250.
UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.I. Grosvenor 4141.

1958 Ford Fairlane 500 4-door sedan in black and first the first than drive with interceptor V8 entains. The first than drive with interceptor V8 entains. The first than drive with interceptor V8 entains that the first than drive with the first than the first t

AMERICAN FORD

AZ MOTORS offer 1951 r.h.d. Customs, one owner, beautiful condition; £350.—Palmerston Rd., W.W.6. Mai. 4723.

ON all matters of sales, spare parts, repairs an Co., Ltd.—Lincoln Cars, Ltd., Great West Rd., Brent ford. Tel. Isleworth 6071.

American and Canadian Ford Cars Wanted
SIMPSONS OF WEMBLEY, 343-355, High Rd., Wembley 3903/8691/4422. Top prices. W4015

FORD MISCELLANEOUS

COOMBS, Ford main dealers, has always a huge selection of second-hand Ford cars, of all types and models. COMBS SERVICE STATION (GUILDFORD), Ltd., By-Pass Rd., Guildford 62962. [C1158]

DEC., 1958 Ford saloon, primrose yellow, radio, heater, seat covers, windscreen washers: £745.—Circus Garage (Brighton), Ltd. Tel. 27045/29545. [C1147]

1958 Ford Thames 12-seater personnel carrier, lvory with red upholstery, fitted heater, one owner; £545.—Hillwood Motors, Watford Way, London, N.W.7. Mill Hill 4232. Open till 8 p.m.

Mill Hill 4252. Open the cylindric parts of the Ford Miscellanceus Gars Wanted

ROWLAND SMITH'S, the Ford buyers; highest ca
prices.—Hampstead High St., N.W.S. Ham. 606

[W4018]

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665.

ALLAN TAYLOR (MOTORS), Ltd. HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers

ARGE stock of genuine Ford parts,

VANDYKE 7222 (5 lines).

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 6633), main Ford dealers, service and all spares.

FRAZER NASH-B.M.W.

FRAZER NASH-B.M.W. '39 528 coupe, excellent running order, chrome wheels, etc., slight frost crack!
£175.—Barnet 8834.

1059 Hillman Minx Series III convertible, pipping
list price.

10-12. Peter St., Manchester, 2. Bls. 9265-6-7.

GOGGOMOBIL

BUY your Goggo from MAIN distributors, London and Middlesex; new and used Goggomobils for immediate delivery; spares Mansell & Fisher. 93-95. Old Brompton Rd. London, S.W.7. Knightsbridge 7705. [0431 R

ARE you looking for a "Goggo?"

1959 Goggomobii T300, red finish, immac.; £415. PART exchanges, easy terms; write for details.

CAMDEN MOTORS CYCLES, Leighton Buzzard, (T9047

MPHW for all miniature cars, new and used. 23, Piccadilly, W.1. Gerrard 6055, [C3156]

GGG Godfreys the Miniature Car Specialists for models available and ther miniatures; demonstration 427 Remister 8, 8, Croydon, Upl. 8275; 418, Romford Rd., E.7. Gra. 1234; 94.6, High Rd., N.15, Sta. 5656

CEORGE CLARKE pay most.—Tel. 3211. [0025/R

CONNAUGHT ENGINEERING offer highest cash price for good used Goggomobil, all models.—Connaught Engineering, Portsmouth Rd. (A3), Send. Tel. Ripley 3122-3.

EATON MOTORS. HEALEY 1950 Healey Silverstone, immacuiate red cellulose, mew tymide bood, new tyres, exceptional condition; don't miss this opportunity; £395.

EATON MOTORS, Eaton Socon 236 (St. Neote) (22114

NOEL ROSCOE, Ltd., offers:-

1951 Series Healey 2.4-litre d/h foursome by sports car, which cost over 22,000 new, offered to you at the most attractive price; £295.—High Rd., Byfleet, Surrey. Tel. 270 & 4199.

1948 Healey Elliott saloon in exceptional condition, full history; £375.—Box 5976, [1856

GOOD Healey required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden [W2000]

ROWLAND SMITH'S, the Healey buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4016] R

HEINKEL

COMERFORDS for Heinkels, new and second-hand. -Portsmouth Rd , Thames Ditton. Emb. 5531.

MPHW for all miniature cars, new and used. 2410, Holiand Park Ave., W.11. Park

1957 Heinkel 174 Cabin, one owner, 9,000 miles, place taxed: £289—E. T. Pink (Harrow), Ltd., Station Rd., Harrow. Tel. 6044, (23132)

PRIDE & CLARKE.—Best buyers.—Brixton 6251 [W3068

ROWLAND SMITH'S, the Heinkel buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

## HILLMAN

ROOTES

HAVE available a range of Hillman cars of very low mileage. mileage. ONDON, W.1.

DEVONSHIRE House, Piccadilly.

GRO. 3401.

BIRMINGHAM, 2.

LOWER TEMPLE St. CEN. 8411.

MANCHESTER, 2.

129. Deansgate.

BLA. 6677.

(0108/R

DICKS.

1952 Hillman Minx saloon, choice of 2, from £295. DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, Tel. Gladstone 7175.

SCOTT CARS.

1958 Hillman Minx, one owner, outstanding condition: £635.

SCOTT CARS. 341-347. Finchley Rd., Hampstead., London, N.W.S. Hampstead 8676/7779. [C4016]

TOM GARNER, Ltd., offer:

1959 Hillman Minx Series III estate car, green/ white, heater, Easidrive, 5,000 only; £925, 1959 Hillman Minx Series III convertible, pippin red, unregistered, Easidrive, 300 miles only;

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# USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

1958 series Hillman Minx convertible, one owner, absolutely as new £745.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676 7779. [C4016]

R. HARDY & SON, offer:

1958 Hillman Minx de luxe saloon, duo co so, Marylebone High St., W.1. Hunter 0942.

RAYMOND WAY offers:-

1959 Hillman Minx de luxe saloon, grey with grey owner car, extras include radio, heater, etc., £736, 300 Mics, cars to choose from—Raymond Way.

METROPOLIS GARAGES, Ltd.

1957 Hillman Minx, blue and grey with blue up-25,000 miles, one owner: £600.—45, Earls Court Rd., Kensington, W.8. Western 4544.

H. BEART & Co., Ltd., offer:-

H. BEART & Co., Lau., sloon Mark VIIIa, finished 1956 Hillman Minx saloon Mark VIIIa, finished and heater, one owner; £325.

1953 black with red interior and fawn hood; £395.

102. Londor Rd., and High St., Kingston-on-Thames. [C1081]

CARRIS MOTORS, Ltd., offer:-

1959 Hillman Minx de luxe saloon, Series III, 1956 Hillman Minx Gaylook aaloon, blue with blue grey upholstery; £485. [1957] Kovember Hillman Minx special, antelope, heater, one owner; £565.—Lewisham Bridge, 6.E.13. Lee Green 8984

WARWICK WRIGHT, Ltd., offer:-

WARWICK WIGHT, Edg., oler:
1955 Hillman Minx Mark VIIIa saloon, grey, red
upholstery; £525.

1954 Edg.
1956 Hillman Minx Series I special saloon, black,
heater; £545,
1957 Hillman Minx series I convertible, grey,
heater; £645,
WARWICK WRIGHT, Ltd., 393, Edgware Rd.,
N.W.2. Gladstone 0041.

GEORGE HARTWELL, Ltd. offer:-

HILLMAN Minx Mk. VI. VII, VIII Series I and II, a choice of 6, full details on request, from £375.— 35-41, Holdenhurst Rd., Bournemouth. Tel. 26566.

WARWICK WRIGHT, Ltd., offer:-

1958 Hillman Minx series II convertible, blue, blue upholstery, radio and heater, 19,000 miles;

1958 williams Minx series II Manumatic salcon, 1958 Hillman Minx series II Manumatic salcon, 1958 grey and charcoal, grey upholstery, bucket seats, heater, 8,000 miles; £685.

1958 salcon, charcoal and foam grey, red upholstery, 1958 modes in 1958 modes

COOMBS & SONS (GUILDFORD), Ltd.

HILLMAN Minx convertible coupe, grey with red trim and red p.v.c.. hood, etc., fitted radio and heater, 1953 model, 18.000 miles only; £695. COMBS & SONS (GUILDFORD), Ld., Portsmouth Rd., Guidford, Surrey. Guildford 62907. [C1057

GLANFIELD LAWRENCE, Ltd., offer:-1958 Minx de luxe. 2 colour body, low miles exceptional condition, one owner; £695.—
High Rd., N.12. Finchley 0091.

PETER BANTOCK CAR SALES offer:-

1957 Hillman Minx convertible, beige/red trim, fitted radio, heater, Ace Rimbellishers, wing mirrors, etc., absolutely unmarked throughout. £645.

--104, High Rd., Chiswick 2725/5870. (Cloid

METROPOLITAN MOTORS, Ltd., offer:-

HILLMAN Minx Series I de luxe, storm lilac, grey: £550; low h.p. terms available.—192, Horn Lane. Acton, W.3. Acorn 5064.

FRIDAY'S YEOMAN GARAGE (MAIDSTONE), Ltd., 1956 Hillman Minx convertible, grey and red, heater, low mileage, very smart car; £519.—Maidstone 87248.

1958 Series II Hillman Minx de luxe saloon, black, heater, etc.; £680, 1958 Series II Hillman Minx de luxe saloon, one owner, low mileage, heater, etc., duo-tone

1958 Hillman Husky, heater, one owner, current type, fawn; £590.
1947 Hillman Minx saloon, black; £150.

1944 Hillman Californian, one owner, very low mileage, heater, black and cream; £560. Hillman Husky Serles I, blue; £370.—Northwood Hills Motor Co., Tel. Northwood 3271.

HILLMAN
1958 (September) Minx special saloon, series III; [C4106

1956 Hillman Minx saloon de luxe, duo-blue, blue upholstery, heater, one owner: \$520.

WALTERS MOTORS, 356-360, High St., Ponders End. Tel. Howard 1646.

1958 Hillman Minx series II de luxe saloon, duo-FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234, Open weekdays 8 a.m. to 6 p.m.

1955 Hillman Californian blue/cream, very good specimen; £495.—Joyride, Ltd. Hillside 5244. [C3120

1957 Hillman Minx special, black; £495.—Eustor 5526. P. Dale Motors, 48, Fitzroy St., W.1. [2067]
£310!!!—Hillman saloon, 1951 series, engine overhandled and recellulosed; good buy.—Jennings, Richmond 3366.

1957 Minx convertible, grey/red, heater, many extras, immaculate; £685, private.—Tel. [2162

1956 Hillman saloon, heater, magnificent, guar-s.w.7. Fro. 1319. (C4078

1957 Hilman Minx Series II saloon, one of low mileage; £625.—Blue Star Garages, B. Rd., N.W.6. Mai. 5555.

1956 Hillman Minx convertible, heater, radio, excellent condition; £485.—Malden 1212. South Western Garage, New Malden, Surrey. [2256]

1955 Hillman Minx Mk. VIII, ohv engine, 315, Finchley Rd., N.W.3. Hampstead 2221.

1955 Hillman Minx Mk, VIII, blue, heater, owner, excellent condition; £450.—Mo

1957 Hillman Minx, black, extras, 23,000 miles; 26,000 — Fullers of Coombe, Kingston By-Pass, S.W. 20. Malden 3666-7.

A LEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks (Tel. 345); see our advt. under converted (C1034)

1958 model series II de luxe Minx saloon.10.000 miles only, colour grey, heater, etc.; £650.—Bowman's, Weybridge 3265.

1958 Hillman Minx saloon de luxe, heater, wind-screen washers, one owner, 7,000 miles only, as new condition; £645.—Esher 2255. [C4086]

565 rns.—Hillman Minx 1957 series I de luxe, grey, heater, excellent condition, written guarantee; terms, exchanges.—Rowland Smith, Bellowather, heater, excellent conditions and the series and the seri

1953 Minx Mk. V saloon, heater. etc.; £355.—Raw-lings Tudor Garages, Ltd., 928-931, Fulham Rd., S.W.6. Renown 2281. (C4132

HILLMAN Series IIIA de luxe, heater, 1,200 miles, equal to brand new, cost £810: accept £775.— East 17, High St., Evesham. Tel. 2096.

1958 Hillman Minx convertible coupe, slesta blue, radio, heater, etc., 15,000 miles, taxed; £750. Black Horse Garage, Richmond 6441.

1955 Hillman Minx Mk. VIII, ohv engine, 315. Finchley Rd., N.W.3. Hampstead 2221.

1954 Hillman Minx drop head coupe, radio and heater, very good condition; £425.—Barnes, 515, Finchley Rd., N.W.3. Hampstead 2221. [C1142]

£480 in- 1956 series Hillman Minx de luxe saloon, leather; choice also 5 other Minxes from £375.

Lambs Of WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222.

1957 Series II Hillman Minx, duo tone de luxe, radio, low mileage; £595.—Morrs & Paulson, 70, London Rd., Enfield, Mddx. Tel. Enfield 3950, C3133

1957 Hillman Minx Mark VIII de-luxe estate car, £525.—Arnott's Garage, Ltd., Grange Rd., Wilfesden Green, N.W.10. Willesden 0161.

1958 convertible manumatic, one owner, 14,000 miles, radio, heater, whitewall tyres, etc., immaculate; £735.—Chipstead Motors, 142, Holland Park Ave., London, W.11. Park 3445.

HILLMAN Minx, 1959 model, series III, de luxx caloon, one owner, 11,000 miles, radio, heater, undersealed, just like new; £725.—St. Albans Garage, Teddington: Ted. 1535.

1957 Hillman convertible, blue, red upholstery, 19,000 miles, condition as new; £625.—Harwood's Garage, Pulborough. Tel. Pulborough 2401-5. [C2149]

1958 Hillman Minx de luxe saloon, radio, heater, £685.—John Campbell Motors, Ltd., 415, Holloway Rd., N.7. North 4441/6666.

1954 Hillman Minx convertible, green, grey jeather, radio, heater, 2 owners only; £445.

—Douglas Service Station, 57 & 65, Eleanor Rd., Waitham Cross 24124 24923.

1955 Hillman Minx de luxe, blue, red upholstery, extras include heater and spotlights; £460.

-Davies Motors, Ltd., 554, London Rd. Ashford, Middx. Ashford \$671-2.

1958 (September) Hillman Minx Series II de luxe saicon duo grey, heater, under 9,000 miles, one owner; £675.—Jack Alpe, 60, Marylebone High St. W.I. Weibeck 1123.

HILLMAN
1957 Hillman de luxe saloon, heater, one owner,
Bray Motors, 2:00-184, West End Lane, N.W.6.
stead 6490.

1957 Series 1 Hillman Minx, blue and light grey.
North Ways Garage, Finchley Rd., Swiss Cottage, N.W.3. Primrose 1127.

1957 Hillman Minx saloon Series I, in grey, genuine 24,000 miles, perfect; £565.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hanss, Tel. Highcliffe 2275.

£165 — Hillman Minx June 1946, d.r.h., r fog lamp, etc., no faults, rust-free, ori excellent cellulose, A.A. examination welcomed.— 2061 or Ashford (Middx.) 3865.

1957 (Minx saloon, heater, many extras, apecimen of condition, small mileage; £615; h.p. terms and exchanges.—E.R.C. Services, 2-5, Summerland Gdns., Muswell Hill, N.10. Tudor 8073. Bow. 4087, (C2095)

1958 model Hillman Series II Minx, duo-ton antelope and pearl grey, red upholstery heater, washers, wing mirrors, one owner, in excellent condition; £595.—Ichenham Motors, Ltd., Rulslip 8016 [222]

1957 (July) Hillman de luxe saloon, lifac and maintained, one owner carr, £595.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead. 3431-2

1956 (August) Series I Minx convertible, immacu and whitewall tyres, radio, heater, windscreen washer full tonneau cover, guaranteed: £645.—Campbe Symonds, Wembley 6262.

Symonds, Wembley 6262.

SLOCOMBES, Ltd., offer 1958 Hillman de luxe, 12,000 miles only, one owner, heater; £675; also 1955 de luxe ohv engine, beige; £465; part exchanges, cars or motorcycles, h.p. terms—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4069/3934.

AZ MOTORS offer 1957 D/L duo-tone saloon, one californian hard top, duo tone, one title downer, spanking condition, gift, £550! 1956 Californian hard top, duo tone, one titled owner, magnificent condition, £525! 1956 Gaylook saloon, £485! 1954 convertible, outstanding bargain; £415! 1953, 1954 estate cars.—Palmerston Ed., N.W.S. Mai. 4725

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ROWLAND SMITH'S, the Hillman buyers; highest cash prices.—Hampstead High St., N.W.5. Ham. 6041.

## HILLMAN HUSKY

H. BEART & Co., Ltd., offer:-

1956 Hillman Husky, finished in duo green/wh with green interior; £425.—102, London R and High St., Kingston-on-Thames. Kingston 33 CARRIS MOTORS, Ltd., offer:--

1958 (November) Hillman Husky estate, blue and grey, one owner; £525.—Lewisham Bridge, [C1192]

WARWICK WRIGHT, Ltd., offer:-

1955 Hillman Husky, blue, red upholstery, heater;
WARWICK WRIGHT, Ltd., 393, Edgware Rd.,
N.W.2. Gladstone 0041. WARWICK WRIGHT, Ltd., offer:-

WARWICK WALDERS, Series I antelope and grey.

1958 Hillman Husky Series I antelope and grey.

I also in red and white, low mileage.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6080.

(70045

1959 Hillman Husky, in pippin red/cloud heater, screen washers, one owner.—J. S. Monro. Andover 3672-3.

1955 Hillman Husky, blue/grey, red leather, immaculate; £395.—Autosales, Ltd., 28-30. High Town Rd., Luton, Beds. Luton 3954.

HILLMAN Husky, 1956. immaculate, taxed, heater, beige and cream; £425.—R. B. Harvey & Co., Ltd., Wythall 3357.

1957 Hillman Husky, powder blue/foam white, 2450.—Cattermoles (Garage), Ltd... 79, Pentonville Rd., N.1. Terminus 1001.

1958 Hillman Husky, blue heater, exceptional coles Garages, Ltd., 42, Warple Rd., S.W.19. Wimbledon 0195. 96-98, Ewell By-Pass, Ewell 2393. [C1054

1955 Hillman Husky de luxe with heater, dark Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

375 grs.-Hillman Husky, 1955, duotone grey/red. Agree 1967 heater, roof rack, fold-flush rear seating, excellent condition; written guarantee; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith. Hampstead (Tube), N.W.5. Hampstead 6041.

1956 Huaky two tone Grey, mlleage 38,000 (only brakes relined etc.) all excellent tyres, fitted heater, twin chrome passiamps, exterior mirrors, a very attractive one owner example, taxed; £390, terms, exchanges,

Also a 1958 model.

MAIDSTONE ENGINEERING Co., Smethurst St.,
Pendleton, Manchester 6. Pendleton 3457.

NORMAND, Ltd.

HAVE your car serviced by the experts. SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665

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Langney MOTORS, Ltd., Main Dealers, Langney Rd., Eastbourne. Tel. 7600 (5 lines).—Largest range; prompt and efficient service. [0009/R

A.V. MOTORS, Ltd., Teddington, Rootes Group agents for Hillman service and spares.—Kin. 8613 and 0710.

and 0710.

PLENTY of spares and reconditioned units for all models 1934-57 and ex-W.D.; we have the largest models 1934-57 and ex-W.D.; we have the largest the constant of th

ROWLAND SMITH'S, the H.R.G. buyers; highest foot ash prices.—Hampstead High St., N.W.3. Ham. (W4018/R

Simpsons of Wembley, 343-355, High Rd., Wembley 3903/8691/4422. Top prices. [W4015/R

Hudson Spares and Service
HUDSON MOTORS, Ltd., Great West Rd., London,
W.4. Chiswick 3621.—First-class service for all
Hudson cars; spares freely available either through
your local Hudson distributor or from Hudson Motors,
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### HUMBER

R ROOTES

HAVE available a range of Humber cars of very low mileage.
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BLA. 6677.

CAR MART, Ltd.,

OFFER with six months' guarantee:-

£595.-Humber Hawk saloon, heater, reg. 1956. CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston [C1039]

MAXWELL GARAGE, Ltd. 1954 Snipe, superb ride; £345.

PLEASE Tel. Orpington 20009.

TOM GARNER, Ltd., offer:

1959 Humber Hawk Series I saloon, duo blue, heater, 9,000 only; £950. IVB saloon (automatic), grey, heater, £895. Series I saloon (automatic), grey, heater, £895. Series, 9,000; £1,350. 1950 Humber Pullman Mt. II 7-passenger limousine, black, heater; £795. Bla. 9265-6-7.

CARRIS MOTORS, Ltd., offer:-

1958 (December) Humber Super Snipe, 2-tone blue and grey, overdrive, radio, heater, one owner, 12.000 miles; £1,252.
1957 Humber Hawk, grey and white with red inham Bridge, S.E.13. Lee Green 8585.

1900N & PORTER, Ltd., offer:—

1959 (April) Humber Super Snipe, overdrive, duo grey, red leather, one owner, 5,000 miles supplied and serviced by us, original cost £1,600, as new;

CASTELNAU, S.W.13. (Near Hammersmith Bridge.) METROPOLIS GARAGES, Ltd.

1956 Humber Hawk, blue, grey, fitted radio, heater, spot samps, wing mirrors, one owner; £659.—45, Earls Court Rd., Kensington, W.S. Western 4544.

CASTLE'S OF LEICESTER offer:-

1959 (Aug.) Humber Super Snipe saloon, duogreen. overdrive. H.M.V. de luxe radio,
gentre floor gear change, 2,000 miles, as new in ever
green. Overdrive. H.M.V. de luxe radio,
gentre floor gear change, 2,000 miles, as new in ever
1959 matic transmission, 6,000 miles, £1,395; also
ne finished in black with grey leather, overdrive,
16,000 miles; £1,295.

1957 Hun Humber Super Snipe saloon, Reutter seats, automatic transmission, radio, one private 1954 Humber Hawk Mk. VI saloon, ohv engine, overdrive, heater, duo-grey, 40,000 miles;

1950 (Oct.) Humber Super Snipe Series III sedan CASTLE'S, Church Gate, Leicester 23831.

GEORGE HARTWELL, Ltd., offer:-

UMBER Hawk Mk. III and IV, 1950-51, choice of 3.

I all good sound cars; from £255.

I UMBER Hawk Mk. VI saloons, 1955 series, choice
I of 2, beige and claret, one with overdrive, both
fitted heater and radio and in first-class condition in
every respect, both these cars have been regularly
serviced in our service department; from £485, -35 &
41, Holdenhurst Rd., Bournemouth. Tel. 6566, [C2079]

TACK ALPE LIMOUSINES.

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MARVLEBONE, W.1. Welbeck 1124.

A SELECTION of privately owned Pullman Limousines in showroom condition and carrying a three months' guarantee.

1954. Series IV Pullman. OHV Blue Riband engine, only, one private owner, black; selection at two 1954 models from £1,398.

1952. October series III Pullman, brown hide private owner, black; selection at series and private owner, black; 1,608.

1952. Series III Pullman, cloth rear, heaters, Loth from £285.

1952. Series III Pullman, cloth rear, heaters, Selection of three 1952 models in cloth from £285.

JACK ALPE LIMOUSINES, 50 Marylebone High Street, WI.. (C1103

WARWICK WRIGHT, Ltd., offer:-

1959 Humber Super Snipe series I automatic saleon, 2-tone grey, red uphoistery, power steering, Reutter seats, radio and heater 8,000 miles;

steering, Reutter seats, radio and heater, 8,000 miles; 1,385.

1938 blue, red upholsbery, radio and heater, 15,000 miles; 21,500 miles; 21,000 miles; 21,000 miles; 21,000 miles; 21,000 miles; 21,000 miles; 21,0075; another in burgundy and beige, low milesge; 21,075; another in burgundy and beige, low milesge.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050.
[C4045]

WARWICK WRIGHT, Ltd., offer:-

1953 Humber Hawk Mark V saloon, black, red upholstery, heater; £385. WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041.

GUY SALMON AUTOMOBILES offer:-

1957 Humber Hawk saloon, Reutter seats and overdrive, blue and grey, many extras, 16,000 miles, as new; £775.—Portsmouth Rd., Thannes Ditton. Emberbrook 5551-2-3.

CMI CAR SALES (Pri. 6623) offer:— 1955 Humber Hawk, one owner, taxed year; £465. THREE months' guarantee; terms; list on application,
Swiss Cottage, Finchley Rd., N.W.3. [C1051

HAROLD RADFORD & Co., Ltd., offer:-

1958 Humber Hawk, automatic gear box, Reutter sington 6642.

HAROLD RADFORD & Co., Ltd., offer:-

1959 Humber Super Snipe, duo grey, overdrive radio, 2,200 miles; £1,485.—Kensington 664. [C4147]

HENLYS offer with 4 months' guarantee:-

1952 Humber Super Snipe, radio, black, with fawn HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost opposite Euston Station). Euston 1966. [2271

CAMDEN MOTORS for high-class used Humbers, 15 models available.

HUMBER Super Snipe Mark IV saloon, June, 1955, with many extras, including bucket type front seats and Burr walnut facia and door cappings, sensational condition; we have never handled a more time maculate 1955 car; colour black with red hide interior;

maculate 1955 car; colour black with red hide interior; £955.

HUMBER Super Snipe saloon, 1955, one owner sine new, radio and heater, chauffeur driven and maintained, full history; £950, 1962, recellulosed and HUMBER Super Snipe selbon, 1952, recellulosed and relined, grey, red hide; £295.

HUMBER Hawk saloon, 1954 model (November, 1953), Mark V series in duo-grey with heater, tailored seat covers. Town and Country tyres, same family ownership since new; £395.

HUMBER Hawk saloon, 1951, black, natural hide indituned engine, 15,000 mlies, heater; £295, from £245.

ERLIER New Look Hawks, 1949-1950, from £245.

450 other cars; write for fully descriptive priced Cadalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Unrestricted hire purchase cachanges.

changes. One owner; £725, one owner; £725, Euston Rd., London, N.W.I. Eus. 4466.

MOTORS & PLANT (PETERBOROUGH), Ltd., 1954 Humber Super Snipe, black, radio with 2 speakers, heater, taxed.—Newark Rd., Peterborough. Tel. 5558.

1956 Humber Hawk de luxe saloon, blue with red w

HEARSES! We are building deck and bearers on the 27hp chassis. Inspection invited.

APE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161.

1949 Humber Super Snipe, black, immaculate, engine perfect; £325.—Epping 2850. [2156 1948 Humber Pullman, reg. 1955, resprayed black, leather, immaculate; £400.—Epping 2850, [2172]

1957 Humber Hawk de luxe saloon, black, over-drive, heater and radio, mileage 20,000; £715, PHŒNIX MOTOR Co., Phœnix House, High St., Sutton, Surrey. Vig. 0161.

Camben Motors, the impounde specialists—26
Kumber Pulimans and Imperials, all with 6
mothly written guarantee.

1954 Puliman Mark IV obv., leather. 2 owners.
1953 Puliman Mark IV obv., one owner, privately stack whitewalls: £1,295.
1953 Puliman Mark IV obv., one owner, privately stack in the stack in the stack of th

back: £695.

1949 Fullman, leather cloth, loose covers, heaters, disappearing division, two owners; £595.

Camden Motores, Leighton Buzzard 2041; write for special hire car catalogue and illustrated brochure; open until 8 p.m.; unrestricted hire purchase. ex-hances.

1959 Humber Super Snipe, black/grey, radio, heater; £1,250.—Godfrey Davis, Ltd., Neasden Lane, N.W.10. Dollis Hill 8000. [C2130

1959 Humber Super Snipe in seal grey/dawn mist, 600 miles only.—J. S. Monro, Andover 3672-[C3150

1958 Humber Hawk, duo grey. radio, heater, loose seat covers, unmarked and ready for immediate use, one owner: £945
OAKTHORPE MOTOR Co., Ltd., North Circular Rd. Palmers Green. Pal. 1023

1953 Humber Hawk saloon, dual grey, he fallow, Tottenham, N.15. Tottenham 0353.

800 miles, genuine.—1959 Humber Hawk saloon. burgundy and beige: £1,125.—H. A. Saunders. Ltd., Brand St., Hitchin. Hitchin 2351.

1954 Humber Hawk limousine, radio, heater, overton), Ltd. Tel. 27045/29545.

£535!!!-1955/6 Humber Hawk, specimen, black cellulose, fitted heater, £75 overdrive, choice LOSO Cellulose, fitted heater, £75 overdrive, choice of the wakes from £350. AMBS OF WOOD GREEN (£stablished 1897); 100 guaranteed cars; exchanges; hire purchase.—421-425, High Rd., Finchley. Finchley 6222. (C2052 LUMBER Pullman limousine Mark III, black. heaters, h.p. arranged; £850.—Tel. Newport Fagnell 396.

1958 Humber Hawk Estate Car, duo-tone, quite a specimen car, exchanges.—Wessex Motors, St. Cross Road, Winchester Tel. 5555 Mr. Ryan. [C4087] 1955 (Nov.) Humber Super Snipe, grey, red in-terior, overdrive, radio, heater, one owner

ASO terior, overdrive, rano, neater, one owner:

O'AKTHORPE MOTOR Co. Ltd., North Circular Rd.
Palmers Green. Pal. 1023.

Jack ROSE, Ltd., ofter 1957 March Humber Hawk
de luxe saloon, 2 colours, one owner; accept £675.—
Stafford Rd., Wallington Surrey Wallington 6677,6.

1956 (Oct.) Hawk, extras, exceptional order (2008)
marked inside and out; £595; 6 months;
guarantee;—Tarrant & Frazer, 65, Chalk Parm Rd.
N.W.1. Gui. 2004.

guaranteel—Tarrant & Frazer, 63, Chalk Farm Rd.

N.W.I. Gul. 2004.

1956 Humber Hawk Mark VI saloon, dual green, heater, radio, one owner, immaculate throughout; £645.—Phoenix Motors, Ltd.. Oxford Rd., Gerrards Cross. Denham 2716.

1958 (Nov.) Humber Super Snipe, glacier blue etc., 5,566 miles only £1,250.—1-2. The Creecked Surbton.

1955 Hawk saloon. Mark VI, overdrive, radio and heater, other extras, light blue, immaculate car; £545; terms.—Godfrey Lambert Auto, Godstone Rd., Whyteleafe, Surrey. Dplands 7735.

1953 terior, fitted heater, outstanding condition; £395.—Hillwood Motors, Watford Way, London, N.W., Mill Hill 4252. Open thi & p.m.

JACK ROSE, Ltd., offer: few days old works mileage accept £1,345.—Stafford Rd. Wallington, Surrey. Wallington 6677-8.

LCAune
1957 - Humber Hawk Mk. VI estate car, beige with
red leather, heater, 13,000 miles, one owner
and in faultiess condition; 2975.—Alec Norman, Ltd.,
Gamlingay, Sandy, Beds. Gamlingay 226 & 248
[1966]

1950 Humber Super Snipe saloon, black, good tyree age, excellent condition; £275.—L. P. Dove (CV). Ltd. 96-98, Lower Addiscombe Rd., Croydon. Add. 5153...

1958 (March) Humber Hawk saloon, new bool model, dawn mist/seal grey, red upitolstery heater, taxed Dec. 31st, 1959, one private owner. 16 255 miles only, the whole car in immaculate condition.

McKINNON MOTORS, Ltd., "Langham House," 3, McKINNON MOTORS, Ltd., "Langham House," 3, McKINNON MOTORS, Ltd., "Langham House," 5, Carlot Research Carlot Resear

1955 Hawk saloon Mark VI. overdrive, radio, heater, etc., me owner, excelent order and appearance, written guarantee; £545.—Clayton Care (London), Ltd., 17, Bruton Place, London, W.1 Hyde 9184.

HUMBER

1958 (August) Humber Hawk estate car, dawn mist/seal grey, overdrive radio, heater, undersealed Moora (IR) Ltd., 178-181, London Rd., Sheffield, 2. Tel. 5106, Ltd., 178-181, London Rd., Sheffield, 2. Tel. 5108, Led., 178-181, London Rd., Drown leather, excellent condition throughout: £295; h.p. terms and exchanges.—E.R.C. Services, 2-5. Summerland Cdns., Muswell Hill, N.10. Tudor 8075; Bow 4087.

8075;; Bow 4087.

195ms—Humber Super Snipe, 1950 Mark II saloon, sliding head, leather, heater, Ace Rimbellishers; choice of 2; terms, exchanges; list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), W. S. Hampstead 6041.

Also 1951 (registered 1955) Hawk, one owner, beauti-fully maintained, exceptional bargain, £573 (and 1951) (registered 1955) Hawk saloon, very sound condition, fitted radio, heater, £265; also 1948 (and 1954) (and 1954)

Vale 4723.

PRIVATE aale, 1956 Humber Hawk estate beige.

22,000 miles, overdrive, radio, heater, twin for the control of the

A LPE & SAUNDERS, Ltd., require Limousines of Imperials in above aronge condition.

A&S Ltd., Providence Court, North Audley Street.
(W1006 GOOD Humber required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden (W2000

ROWLAND SMITH'S, the Humber buyers; highest Rocash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

H. F. EDWARDS want and buy good Humber Limousines.—28-34. Upper High St., Epson. Soll. Surrey. Tel. Epsons 5611. Surrey. Tel. Epsons 5611. St., Epson. The Humber Spargs and Service THE Humber specialists for all spares. Tel. Bywood 11455-8. See adv. under Paris & Accessories. 10339/R. LANGNEY MOTORS. Ltd., Main Dealers, Langney Rd., Eastbourne. Tel. 7600 (5 lines).—Largest tange; prompt and efficient service.

## ISETTA

AFN Ltd. offer 1957 250cc 4-wheeler Isetta at 10,000 miles: £250.—Isleworth 1011. [C2015] 2000 miles only, 1957, one owner, fitted heater, etc.; £240.—Bowman's, Weybridge 3265.

195 ans.—Isetta 1957 coupe, sun roof, one owned, choice of 2; terms, exchanges, list; one owned, weekdays, and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041.

(Tube), N.W.3. Hampstead 6041. [C4018 **£265** —I.setta 1988.9 full de luxe suntop rare bumpers, almost every extra: lists 100 guaranteed cars. —Benmotors. 1, Clarendon Rd., London, W.I.1. Park 5066-7. (SO yards Holland Park Tube.)

PRIDE & CLARKE.—Best buyers.—Brixton 6251. ROWLAND SMITH'S, the Isetta buyers; highest cash prices.—Hampstead High St., N.W.5. Ham. [W4018/R CLAUDE RYE urgently require Isettas; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174.

Isetta Spares and Service your Isetta.—Work-will service your 1844. [83156]
GOPFREYS, Ltd.—B.M.W. Isetta spares over-the-counter service at 208, Great Portland St., W.I. Eus. 4632, and 427, Brighton Rd., S. Croydon. Upl. 8275.

AFN Ltd., offer complete service and repairs for parts in the country, including replacement engines, (82015)

## JAGUAR MARK VII

HENLYS, Ltd.

WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar GORDON GLYNN offer

1954 Jaguar Mark VII, finished in grey, excellent Lane, Sloane St., S.W.1. Sloane 8326/4017. [C2075]

1954 Mk. VII Jaguar, suede green, radio and tional example; £525.
66-68, Hartfield Rd., Wimbledon, S.W.19. Chef C2067.

H. BEART & Co., Ltd., offer:-

1956 Jaguar Mark VII saloon, finished in bla

1955 grey with red merror, fitted a uso gear box, 1955 greywith red interior, auto gear box; £795. 1956 greywith red interior, auto gear box; £795. 1955 with red interior, standard gear box, £795. 1955 with red interior, standard gear box, fitted radio, a first-class motor car; £555. 40 Jaguar Mark VII M saloon, finished in grey three districtions of the saloon, finished in black with red interior, fitted auto gear box; £625. 1954 Jaguar Mark VII saloon, finished in black with red interior, fitted overdrive; £525.—102. London Rd., and High St., Kingston-on-Thames.

CARRIS MOTORS, Ltd., offer:-

1955 Jaguar Mark VII M. overdrive, radio, heater, seat covers, modified to appearance of Mark VIII: £625.—Lewisham Bridge, S.E.13. Lee Green 6885.

JAGUAR MARK VII WEYBRIDGE AUTOMOBILES, Ltd., offer:-

1953 Jaguar Mark VII saloon, black, red interior, 1956 well maintained and very attractive; 2475.
1956 Jaguar Mark VII M saloon, automatic transseries of mission, British racing green with tan interior, excellent throughout; £845.
WEYBRIDGE AUTOMOBILES, Ltd., Queens Rd., Weybridge, Tel. Weybridge 2255, extension 20, C4094

PORTSEA MOTORS, Ltd., the Jaguar Specialists offer:—

PORTSEA MOTORS, Ltd., the Jaguar Specialists offer—

1955 British racing green; £695.

1954 Jaguar Mark VII M type, overdrive, radio, British racing green; £695.

1954 Jaguar Mark VII, grey, red leather, unmarked; £95.

1953 Jaguar Mark VII, radio, immaculate; £495.—

1956 Jaguar Mark VII, radio, immaculate; £495.—

1956 GMsy) Jaguar Mark VII M, automatic, one of the control of

1955 (November) Jaguar -Mk. VII saloon, auto-matic, black, one owner; £645.
CENTRAL GARAGE (BINGLEY), Ltd., Whitley St., Bingley, Yorks, Tel. Bingley, 3556. [1885]

Bingley, Yorks. Tel. Bingley 5556. [1665]
1955 MO/D, superb example, grey, biscuit, 35,000, second owner only; £655.—Tel. Capel 3314.

1956 Jaguar Mark VII, grey, red hide, overdrive, 6725 H.M.V. radio, one owner, a specimen car; 1955 Jaguar Mark VII. green, green hide, over-drive, H.M.V. radio, outstanding condition;

1953 drive, H.M.V. radio, outstanding condition; £675.

1955 Jaguar Mark VII, grey, red hide, overdrive, radio, one owner, excellent value; £625.

1955 Jaguar Mark VII, black, tan hide, overdrive, one owner, outstanding value; £825.

1954 Jaguar Mark VII, black and red, red hide, a most attractive transport of the control of the contr

1956 (21.12.55) Jaguar Mark VII M automatic. grey, radio; £695.—Vandervell Bros., Ltd., 215. Haverstock Hill, N.W.S. Swi, 4441. [C4087

1954 Mark VII, black/red, beautiful condition; £475.—7, Lambolle Place, N.W.3. Hamp-[2219 1954 Mark VII, battleship grey, red upholstery, Fallsbrook Motors, Streatham 1184. (1618

1954 Mark VII Jaguar, black, excellent condition, or owners, 36,000 miles; £480.—Ings Garage, Maidenhead 2149.

Maidenhead 2149. [C2119]
1954 Jaguar Mark VII, radio, very beautiful car; cavendish Rd., N.W.6. Willesden 0046. [C1121

dish Rd., N.W.6. Willesden 0046. £565.—1954 model saloon, black, one 67, George St., W.1. Welbeck 6899.

\$5.55 owner, spoiless, black cellulose, speedometer coords 32,000, overdrive, heater, choice two others.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley. Finchley 6222.

1956 Jaguar Mark VII M automatic, grey, 2775,— Fullers of Coombe, Kingston By-Pass, S.W.20. Malden (C2113

1954 Mark VII, sun roof, radio, heater, 2-tone, Reutter seats, exceptional; £485; six months' guarantee!—Tarrant & Frazer, 63, Chalk Farm Rd., N.W.I. Gul, 2004.

guaradtee!—Tartent & Fassa, 1992

N.W.I. Gul. 2004.

1954 Mark VII Jaguar saloon finished in beige and marcoon, with fawn leather interior, small nomnal mileage, probably one of the finest examples of this model available. 2545.

ARTIN VAUGHAN MOTOR Co. Ltd. Ravensbourne and Carlot Browne Rd., Bromley, Kent. Tel. Ravensbourne Rd., Bromley, Kent. Tel. Ravensbourne

2391. Dourne Rd., Bromiey, New 2291. [C4164 1954 Jaguar Mark VII, black/red, excellent con-1954 dition: £495.—Saul & Slatter, Ltd., 44, Aldermans Hill, Palmers Green, N.13. Fox Lane [C4002.

1955 Jaguar M type, overdrive, in outstanding E725.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046.

1955 (Aug.) Jaguar Mk. VII M automatic saloon, black with red leather, sun roof, radio, etc., excellent order; £675.—Caffyns, Ltd., Seaford.

Tel. 3264, 1953 (Nov.) Jaguar Mark VII, one owner, excel-lent condition throughout, recently over-hauled, black/brown; £450.—Stradlings, Ltd., Newbury [208]

AZ MOTORS offer 1952 Mark VII saloon, duo colours, special petrol tuning, bargain; £395!! Also 1950 Mk. V, £325!!—Palmerston Rd., N.W.6. ROSE & YOUNG, Ltd., offer—1956 Jaguar Mark VIII automatic saloon, black with red leather; £685.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 646. (2005)

minute Streatham Rul Seasons (2007)
1955 drive, radio, immaculate condition, one owner, 38,000 miles only £595.—E. L. Mendel, Ltd., 279, Finchley Rd., N.W.5. Tel. Speedwell 9891. (2310)

1956 series Jaguar Mark VII M type saloon, over-fert, 1959, receipts available, excellent order; £675.— Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.L. Hyde 9184.

JAGUAR MARK VII

1956 Series Jaguar Mark VII M saloon, overdrive, lin exceptional condition throughout; £665.—6ec Cars, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Kni. 473 or 1914.

Mac. 3505.

Mark VII M. (May 1955), radio, overdrive, lavend grey, red interior, moderate mileage and real good throughout, taxed, new tyres, absolute baryain terms and exchanges; £550.—A. B. Price, Ltd. Hawley Marwicks.

1952 Jaguar Mark VII. finished in grey and be the state of the state o

Hill 4232. Open till 8 p.m. [C2108 595 gns.—Jaguar, October, 1954 (1955 series) Mark 595 gns.—Jaguar, October, 1954 (1955 series) Mark heater, screenwashers, Ace Rimbellishers, excellent condition; written guarantee; terms, exchanges; list; open 9-7 week-days and 5suturdays.—Rowland Smith. Hampstead (Tube), N.W.S. Hampstead 6041. [C4018

Hampstead (Tube), N.W.S. Hampstead Coll.

Jaguar Mark VII Cars Wanted

DUNCAN HAMILTON & Co. urgently require Mark
VIIs.—33, High Rd., Byfleet, Surrey.

Wilson

## JAGUAR MARK VIII

HENLYS, Ltd.

WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar (10657)R" H. C. PAUL, Ltd.

1957 Jagun Mark VIII saloon, automatic, 9,000 miles only, radio, duo-blue and black 2nish, grey interior; £1,95.
1958 series Jaguar Mark VIII saloon, synchromesh, maroon, one owner; £1,075.—32, Bruton Place, Berkeley Sq., W.I. Mayfair 0821-2.

G. S. HALL, Ltd., offer:—

1959 model Mk. VIII automatic, mist grey/Cornish grey, radio, heater, screen washer, Michelin St., W.6. Riverside 2881. et 2,295.—302-506. King Riverside 2881. TOM GARNER, Ltd., offer:

1958 Jaguar Mk, VIII saloon (automatic). Cots-wold blue, heater, 9,000 only; £1.395. 10-12, Peter St., Manchester, 2. Bla. 9265-6-7.

SILVERTHORNE MOTORS, Ltd.

1959 model Mark VIII automatic, pearl grey, blue new; bargain £1,265.—11. Fitzroy Sq., W.i. Euston 7811. CARRIS MOTORS, Ltd., offer:-

1958 Jaguar Mark VIII automatic saloon, 2-tone grey, H.M.V. radio, one owner; £1,175.— Lewisham Bridge, S.E.13. Lee Green 8585, [C1192]

COOMBS & SONS (GUILDFORD), Ltd.

JAGUAR Mark VIII saloon, finished in dual grey with red interior, 1958 model, one owner from new, genuine 15,500 miles only, fitted with automatic trans-mission, Motorola radio, Michelin & tyres, etc., beauti-ful car in unmarked condition; lower price than usual;

E1.195.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth
Rd., Guildford, Surrey. Guildford 62907. [C1051

HENLYS offer with 4 months' guarantee:—

1958 series Jaguar Mark VIII. automatic, one HENLYS, Ltd., Parkway, Regent's Park. N.W.1. [2276]
WEYBRIDGE AUTOMOBILES, Ltd., offer:—

WEYBRIDGE AUTOMOBILES, Edg., Under trans-1957 Jaguar Mark VIII saloon, automatic trans-nission, black, grey, dual tone with grey in-terior, radio, wing mirrors, etc., immaculate condition; £1.195. WEYBRITC'E AUTOMOBILES, Ltd., Queens Rd., Weybridge. Tel. Weybridge 2233, extension 20.

BOON & PORTER, Ltd., Jaguar Main Agents.

1958 (Mar.) Mark VIII. automatic, maroon/special blue upholstery. 25,000 miles, radio, one owner, supplied and serviced by us; £1,275.

CASTELNAU, S.W.13. (Near Hammersmith Bridge.) (C1022

TANKARD & SMITH (CHELSEA), Ltd., offer:-1957 Jaguar Mk. VIII saloon. maroon/blue upholus from new; £1.195; 3 months' written guarante. 194-198. Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman 4901 (5 lines).

Flaxman 4801 (5 lines). [Cau25]
1958 15,000 miles only; £1,195.
SAUNDERS ABBOT. Ltd., 1, Wickham Rd., Beckenham, Rent. Tel. Beckenham 7276. [Cau36]
1957 etc.; £1,245.—Odeon Motors, Ltd., Bar 1144. [Cau36]

1957 Mark VIII Jaguar. grey. automatic drive. £1,175.—Clerkenwell 4425. Syd. 4648.

1957 Jaguar Mk. VIII saloon, 2-tone grey with red. Circus Garage (Brighton), Ltd., Tel. 27045/29545.
1958 Jaguar Mk. VIII saloon, 2-tone grey with red. Circus Garage (Brighton), Ltd., Tel. 27045/29545.
1958 Jaguar Mk. VIII automatic, radio, no owner, superfuncy. Tel. 7861.
(C3010

1958 Jaguar Mk. VIII automatic, only 7,000 miles, one owner, excellent condition throughout:

£1.425.

A. FREEMAN, Ltd.. Grosvenor Garage, Burnage 2874.

A. FREEMAN, Ltd.. Grosvenor Garage, Burnage 2874.

A. FREEMAN, Ltd.. Grosvenor Garage, Burnage 2874.

Physics of the College 2874.

Burnage 2874.

A. FREEMAN, Ltd.. Grosvenor Garage, Burnage 2874.

Lance Lance Lance Lance College 2874.

Burnage 2874.

Ltd., 1, Salnam High Rd., S.W.12.

Tel. Ea. 2274.

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# USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

JAGUAR MARK VIII
1957 Jaguar Mark VIII automatic, duo-grey grey
duperb condition; £1,245.
1957 Jaguar Mark VIII, manual gear box and
padio, one owner, small mileage; £1,175.—Hewitts
Garage, Ltd., High St., Amblecote, Stourbridge 5135.

1957 Jaguar Mark VIII, low mileage, blue/blue, automatic, first-class condition throughout; 21,150.—Joyride, Ltd. Hillside 5244. [C3120]

1958 series Mark VIII automatic, one owner, very out; £1,195. Chipstead Motors, 142, Holland Park Ave., London, W.11. Park 3445. 1957 Jaguar Mark VIII, fully automatic, finished in duo-tone blue with blue upholstery, fitted radio. 20,000 miles, first-class condition throughout;

READING AUTOMOBILES, Ltd., 13-15, Caversham Rd., Reading 53021.

1957 (July) Jaguar Mk. VIII, automatic, duo blue, 26,000 miles, one owner, immaculate condition; £1,175.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead Tel. Maidenhead 3431-2. [C301]

8t. Maidenhead. Tel. Manuehneau 3781-28.

1957 (Sept.) Jaguar Mark VIII, automatic transmission, finished in black and grey with red interior. fitted with bucket seats, 17.000 miles only, one owner, super) condition throughout: £1,195; terms and part exchanges arranged, any distance.

ORCHARD GARAGE, Ltd. (Jaguar Agents). Providence St., Earlsdon, Coventry. (Tel. 73222.)

1959 Jaguar Mark VIII saloon, automatic gear one owner, 6,000 miles only; this car is quite immaculate; £1,50; terms and exchanges.—Parsons & arsons, Ltd., Harlow, Essex. Tel. Potter Street [C3038]

1958 series Jaguar Mark VIII de luxe saloon with plus Reuter seats, inshed duo-grey with red hide interior, one owner only with nominal mileage, never driven on the MI; £1195.—Woodthorpe Garage, Ltd., Woodthorpe Drive, Mapperley, Nottingham. Tel. 65508.

H. F. EDWARDS want and buy good Jaguar VIIIs.— 28-34, Upper High St., Epsom, Surrey. Tel. Epsom [W2003

GEORGE NEWMAN & Co. require for cash low mileage Jaguar Mark VIII cars.—569, Euston Rd. London, N.W.1. Eus, 4466 (12 lines).

WANTED, low-mileage Jag. Mk. VIII automatic, duo grey, known history essential; Series 3, Nov. 1957 registration Wolseley 6 90 in part exchange.—Tel. Chapel St. Leonards Ao2, evenings Skegness 1971 [1946]

## JAGUAR MARK IX

1959 Jaguar Mark IX, low mileage, black, centre throughout; £1,650.—Joyride, Ltd. Hillside \$244,510. MARK IX Jaguar automatic, dual grey, red uphol-stery, power steering, disc brakes.—Graham Bros., Ltd., 64, Church St., Enfield, Middx, invite you to in-spect this superb model.—Tel. Enfield 7474. [2229

Spect this supero mouse.

Jaguar Mark IX Cars Wanted

JAGUAR IX saloon, nearly new, required; consider

5.4.—Greenways, 81, Airesford Rd., Winchester,

[W4087]

## JAGUAR 2.4

HENLYS, Ltd.

WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous."

1957 Jaguar 2.4 SE saloon, exceptional condition; 1957 £1.045.
NEWNHAM House, 235-245, Hammersmith Rd., London, W.6. Riverside 4646 (9 lines). DUNCAN HAMILTON & Co. offer:-

1958 Jaguar 2.4 s.e. B.r.g., green interior, fitted beautiful one-owner car. 21.375.
1958 model Jaguar 2.4 s.e., B.r.g., with green interior, overdrive, virtually unmarked, one owner; 21.265.
2.4 s.e., grey, overdrive, radio, etc., one owner; 2805.—33, High Rd., Byfleet, Surrey, Tel. Byfleet 3103.

FLBORNE BROTHERS, Ltd., offer:—

2.4 1957, special equipment, overdrive, radio, blue, spotless condition; £1.095.—Lady Margaret Rd., Bouthall. Tel, Wax. 1891.

GUY SALMON AUTOMOBILES offer:—

1958 Jaguar 2.4-litre special equipment model, Cornish grey/red leather, wire wheels, disc brakes, exceptional car: £1.345.—Portsmouth Rd...
Thames Ditton. Emberbrook 5551-2-3. HAROLD WEBB MOTORS, Ltd., offer:-

### Color | Co

CMI CAR SALES (Pri. 6623) offer:—

1956 Jaguar 2.4, special equipment, green; £950. THREE months' guarantee; terms; list on application.

-Swiss Cottage, Finchley Rd., N.W.3. [C1051]

HAROLD RADFORD & Co., Ltd., offer:—

1958 2.4 saloon, pearl grey with red leather, over-drive, disc brakes, 7,600 miles; £1,475.— Kensington 6642.

WEYBRIDGE AUTOMOBILES, Ltd., offer:-

1956 Jaguar 2.4 saloon, blue/grey interior, special owner, excellent throughout; £1.075.
WEYBRIDGE AUTOMOBILES, Ltd., Queens Rd., Weybridge. Tel. Weybridge 2235, extension 20. ACLAND & TABOR, Ltd., Welwyn By-pass, Herts.

Welwyn 481-2-5, offer:—

1958 Jaguar 2.4, disc brakes, maroon, radio, very clean car; £,550.

1958 condition.

BRITISH & COLONIAL MOTORS, Ltd., 77. St., Martin's Lane, W.C.2. Temple Bar 3588. [C1027] 1956 Jaguar 2.4, one owner, radio; £950.—
[C3010]

1950 Robbins, East Putney. Tel. 7881. [C3010]
1957 Jaquar 2.4 saloon, green; £925.—Dobson's, [C1074]
1959 Jaquar 2.4 automatic disc brakes and wire wheels, one owner, 7,000 mlles; £1,435. Ltd., Woking, Surrey. Woking 4277. [C3057]
1957 Jaquar 2.4 special equipment saloon, maroon with being leather; radio, etc., taxed; £1,095. Walters MOTORS, 586-580, High St., Fonders End. Tel. Howard 1846.

Ye End. Tel. Howard 164b.

1957 Streis Jaguar 2.4 overdrive, radio. choice of two: £1.045.
FREEMAN. Ltd., Grosvenor Garage, Burnage Lane, Levenshulme, Manchester, 19. Rusholme (2211)

A Lane, Levenshulme, Manchester, 19. Rusholmie 22744.

1956 Jaguar 2.4 s.e. saloon, royal biue with light blue upholstery, fitted reconditione engine, excellent condition.

JAGUAR 2.4 late 1956, pale blue, overdrive, radio, attractive condition.

FRANCIS MOTORS, 393, Humberstone Rd., Leicester, 1966, and 1975, and

1959 Jaguar 2.4. disc brakes, overdrive, B.r.g./ suede green trim, registered September, under 2,000 miles.

TOMLINSON, 43, Ecclesall Rd., Sheffield. Tel, 20103.
£1,495. [2244]

6000 miles, 1957 (Jan.) 2.4 special equipme overdrive, B.r.g. one owner, supplied by

new; £11,075.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel.

K 1685. [C2017]

September 2.4s. 1957. 1956. Jaguar 2.4 de luxe saloon. silver other 2.4s. 1957. 1958.

AMBS OF WOOD GREEN (Established 1897): 100 guaranteed cars, exchanges; hire purchase.—421-425. High Rd.. Finchiey. Finchiey 6222. [C2052 1958] Jaguar 2.4 special equipment model, disc brakes and overdrive, grey, low mileage; 21.275. distance no object. The control of the contr

1957 Jaguar 2.4, overdrive, Webasto roof, B.r.s. radio, one owner; £1,050.—Clerkenwell 4425

AZ MOTORS offer 1956 2.4 S E saloon, spotless condition, exceptional value, £850!—Palmerston Rd., N.W.6. Mai, 4725. [C1011 1957 model Jaguar 2.4. grey with overdrive, in Garages, Ltd., Ware 31.

Carages, Ltd., Ware 31.

Jaguar 2.4 SE 1956, ivory with red interior, exceptional condition; accept £875 or exchange family alsoon—Maypole 2015.

Jaguar 2.4, one owner, radio, heater, excelted in the condition, maintained regardless of cost; 2052.—Tel. Cha. 8103.

1959 Jaguar 2.4, pearl grey with red trim, over-drive, disc brakes, 5,000 miles: £1,485,— Cresta Garage, Leicester. Tel. Anstey 2225-6. [T9205

1957 (September) 2.4, radio and overdrive, low mileage: £1.095.—Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Tel. Hoddesdon 4567.

1957 Jaguar 2.4, special equipment model, over-drive, radio, etc.; £995.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey. Tel. 4973.—1965. Jaguar 2.4. cream/red, radio over-drive, excellent condition; £785.—Saul & James Ltd. 44, Aldermans Hill, Falmers Green, N.15. Fox Lane 1066.

1956 2.4 Jaguar, grey, red interior, in magnificent tests—Cavendish Motors. Cavendish Rd., N.W. 8 Willesden 0046.

Walter Scott, Ltd.—1958 2.4 Jaguar, grey, special equipment, overdrive, disc brakes, Radiomobile, low mileage, one owner, £1,275.—59, College Cresc., N.W.S. (Swiss Cottage Tube.) Pri. 4466, C4006

ROSE & YOUNG, Ltd., offer: 1957 Jaguar 2.4-litre apriled rive, immaculate condition, claret; £1,075.—65-59, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464.

1959 (May) Jaguar 2.4 special equipment model, miles only, finished in cream with red interior; £1.450; terms and part exchanges arranged, any distance.

ORCHARD GRAGE, Ltd. (Jaguar Agents), Providence St., Earlsdon, Coventry. (Tel. 73222), 11955.

1958 Jaguar 2.4 special equipment saloon with owner from new, supplied and serviced by us, as new, with our usual 4-month guarantee covering both material and labour: £1.295.—Bracknell Motors, Ltd., Bracknell, Berks, 102, 103 & 1225.

Jaguar 2.4 Cars Wanted

2.4 Jaguars wanted, low mileage.—Pinner Motor Co.,
[W3105] DUNCAN HAMILTON & Co. urgently require 2.4s.

—33, High Rd.. Byfleet, Surrey. Byfleet 3101.

(W1091 JAGUAR 2.4 saloons wanted for cash or part exchange.

—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. ROWLAND SMITH'S, the Jaguar 2.4 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

## JAGUAR 3.4

HENLYS, Ltd.

WE have all models of Jaguar.—For addresses showlooms see advertisement under "Jag"

KJ MOTORS, Ltd., offer:

1958 3.4 special equipment saloon in mist grey radio, disc brakes, excellent condition; £1.325. KJ MOTORS, Ltd., Widmore Rd., Bromley, Ent. Ravensbourne 3456. R . HARDY & SON effer:-

1958 (Aug.) Jaguar 3.4 saloon, grey/grey upholones stery, automatic gear box, radio, fow mileage, one owner, whole car immaculate; £1,395.—52-55. Marylebone High St., W.I. Hunter 0942. GORDON & GLYNN offer:

1958 Jaguar 3.4 saloon finished in green, radio, car; £1,285.—79, Cadogan Lane, Sloane St., S.W.1. Sloane St., S.W.1. GARAGE, Ltd., offer:—

1957 5.4 saloon, overdrive, 15,000 miles, grey, radio, immaculate: £1,295,-14-16, Childs Place, Earls Court, London, S.W.5. Fremantie 8181, [0035/R]

DUNCAN HAMILTON & Co. offer:-

1959 Jaguar 3.4 s.e., 3,000 miles, imperial maroon disc brakes, overdrive, radio, Ace Rimbellishers, wing mirrors, etc., only 2 months old, as new; £1.595,—33, High Rd, Byfleet, Surrey, Byfleet 5101. [CIO91 GUY SALMON AUTOMOBILES offer:-

1958 (Series) Jaguar 3.4-litre saloon, 10,000 miles only; £1,195.—Portsmouth Rd., Thames [C4001]
HENLYS offer with 4 months' guarantee;—

1958 Jaguar 3.4, automatic, disc brakes, one owner, grey with grey interior; £1,445, HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Finchley 0081,9782, WEYBRIDGE AUTOMOBILES, Ltd., offer:-

WEYBRIDGE AUTOMOBILES, 254 saloon, British racing green with green interior, automatic transmission, disc brakes, radio, heater, etc., really immaculate condition; al. 15.25.

WEYBRIDGE AUTOMOBILES, Ltd., Queens Rd., Weybridge. Tel. Weybridge 2233, extension 80 [C4094]

CHARLES FOLLETT, Ltd., official Jaguar retailers. 1957 Jaguar 3.4 automatic saloon, disc brakes, B.r. green, radio, one owner, low mileage;

£1,295 HOWROOMS.—18, Berkeley St., London, W.1. May-fair 6266. SERVICE and Stores.—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936.

W.9. Cunningham 5956. [C2010]
1957 Jaguar 3.4, overdrive, radio, heater, dark blue, exceptional condition. Ltd., 77. St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027]
1958 Jaguar 3.4 automatic, 9,000 miles, one owner, carefully maintained; £1.455
TAYLOR & CRAWLEY, Ltd., 42a, South Audley St. W.1. G705, 6881-4, [C4036]
PINNER MOTOR Co., Pinner 0456, the Jaguar agents, offer:

1959 5.4 Jaguar, disc brakes, overdrive, maroon, 2.000 miles, virtually new; £1.525. [C1035/1]
FRIDAY'S YEOMAN GARAGE (MAIDSTONE), Ltd., offers:—

1958 reg. November, 1957. Jaguar 3.4 automatic 258 saloon, radio, disc brakes, exceptional: £1,395.—Maidstone 87248.

£1,395.—Maidstone grzee.

1957 Jaguar 34 automatic radio, heater, screen
A FREEMAN, Ltd. Grosvenor Garage, Burnage
Lane, Levenshulme, Manchester, 19. [CZ11]
[CZ11]

WM —Welbeck Motors proudly offer a superb 1958 box, blue, disc brakes, mileage only 11,000, identical to new most reasonably pried at 21,475.—welbeck Motors, Ltd., 109, Crawford St., London, W.1. (Kear Baker St. Station), Welbeck 1159.

1958 (Sept.) Jaguar 3.4 saloon, grey with blue 15,000 miles from new; £1,425, M. J. HUGHES, Ltd., The Highway, Beaconsaelf, 644, [C2152]

JAGUAR 3.4
1959 (January) 3.4 Jaguar, overdrive, disc brakes, 6,000 miles; £1,550.—Dartmouth 465. [2013

1959 3.4 Jaguar, disc brakes, overdrive, mist grey with red upholstery, 9.000 miles, as new;

£1,495.

3.4 Jaguar, disc brakes, overdrive, radio, 1958 14,000 miles, mist grey with blue upholstery, spotless condition; £1,395.

1958 3.4 Jaguar, disc brakes, automatic, radio, closwold blue with blue upholstery, 18,000 miles, immaculate condition; £1,395.—Pinner Motor Co., Pinner Odse.

1957 Jaguar 3.4 saloon, automatic, radio.—Wessex Motors, St. Cross Road, Winchester, Tel. [C4087

1957 Jaguar 3.4, automatic, Webasto roof, superb condition throughout; £1,275.—Robbins, East Putney. Tel. 7881.

Putney. Tel. 7881. [CS310]
1959 (Sept.) Jaguar 3.4 special equipment saloon, British racing green, disc brakes, overdrive, heater, washers, milesge only 4.000; £1.585. W. J. ADLINGTON & Co., Ltd., 179, Church Rd., Hove 36820. [1947]

W Hove 36820.

1959 Jaguar 5.4 saloon, grey/red upholstery, overeff-qrive, disc brakes, 7,000 miles, as new;
el.495.—M/S Morrisons' Garage, Ltd., Falkirk 150.

1958 Jaguar 5.4, over-drive, disc brakes, radio, nominal mileage; el.425.—C. L. & H. L. Blundell, Ltd., Christ Church Rd., Folkestone 51988.
[Cilox

1958 Jaguar 3.4, overdrive, discs, radio, pearl Clerkenwell 4425. Syd. 4648.

1958 3.4 Jaguar, indigo, grey interior, 16,000 miles, special exhaust. £1,285.—Footscray 5200.

special exhaust. £1,285.—Footscray 5200. (2161)
£1150!!!—1957 Jagua\* 3.4 de luxe saloon, one of owner. 16,000 miles, black with red leather, choice two others.

LAMBS OF WOOD GREEN (Established 1897); 100 Laguaranteed cars; exchanges; hire purchase—421-423. High Rd., Finchley, Finchley 6222. (C2052
1958 Serles Jaguar 3.4 automatic, radio, spotless Sydenham, S.E.26. Sydenham 6129, C2058
1958 July) 3.4, low mileage, pearl grey with blue interior, wire wheels, disc brakes, overdrive, twin-speaker radio, in first-class condition; £1,435.—Box 6066. (2109)

1958 one owner, 9,000 miles, Borg Warner trans-1958 mission, disc brakes, wire wheels, as new; 1958 mission, disc brakes, wire wheels, as new; 1958 mission, disc brakes, and park Ave., London, W.11. Park 3445.

1957 Jaguar 3.4 automatic, indigo blue, radio, radio, Turbo discs, £1,200: part exchange if required.—Westonia Garage, Ltd., Weston Favell, Northampton, Tel. 52376.

1959 Jaguar 3.4, Cotswold blue, grey leather, over-drive, disc brakes, radio and every worth-while extra, 5,000 careful miles, next to new through-

1737 drive, disc urakers, while extra, 5,000 careful miles, next to new throughout: £1,550.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, IOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, IOHN S. TRUSCOTT, Ltd., 124, Medical Covers, exceptional condition; £1,495. Ltd., Medical condition; £1,495. Ltd., Medical Code/R. Ltd., 1. Balham High Rd., 8.W.12. Tel. Bal. 2234.

Ltd., 1. Balham High Rd., 8.W.12. Tel. Bal. 2248.

Ltd., 1. Baiham High Rd., S.W.12. Tel. Bal. 2234, 10958 Jaguar 3.4, indigo blue, extras include overpower lock differential wheels (78 spokes). Thornton power lock differential statements of the power lock differential statements of the power lock differential statements. Thornton the power lock differential statements of the power lock differential statements. In June 15,000 miles, specially prepared for Equippe Endeavour; E.1.500.

WOKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey. Woking 4277. Ltd., C4057 mist grey with dark blue upholstery, fitted ential, Webasto son certic serial, heater and screenwalters, guaranteed milesge 5.100, initial cost £1,925; price £1.750.

CENTRAL MOTORS (SHEFFIELD), Ltd., Authorised CENTRAL MOTORS (SHEFFIELD), Ltd., Authorised 1056, Jan.) 3.4, left-hand drive, overdrive, disc

Jaguar Dealers. Tel. 29131. [2243]
1959 brakes, pearl grey, grey leather, Koeln transistor, Blaupunkt, light-hooter, muf. Redex, UCL, unused Witter tow; sell London 17,000 miles, Jan. 1, or before on Continent, practically as new: £1,555 o.n.9.—Capt. D. B. Murray, 98th General Hospital, Usareur APO 34, West Germany.

USAFEUT APU 54, West Germany.

1959 Jaguar 34 saloon, finished Cotswold blue with
H.M.V. radio, heater, etc.; this car has been very
carefully run and used only by the proprietor of
the car has brand only covered 6,000 miles; otherwise
up to 4 years.—Erskine Motors, 72-82, Stoke Rd., Gosport, Hants. Tel. 80324 (3 lines).

port. Hants. Tel. 80324 (5) lines;

Jaguar 3.4 Cars Wanted

DUNCAN HAMILTON & Co. urgently require 5.4s.

DUNCAN HAMILTON & Co. urgently require 5.4s.

ROWLAND SMITH'S. the Jaguar 5.4 buyers; highest cash prices.—Hampstead High St., N.W.5. Ham. (84018). Red1.

## JAGUAR XK120

HENLYS, Ltd.

WE have all models of Jaguar.—For addresses showrooms see advertisement under "Jag Miscellaneous." [065] Jaguar [0656/R

JACK ROSE, Ltd., offer 1954 model XK120 hard to coupe, a genuine car, any examination; accept £49— Stafford Rd., Wallington, Surrey Wallington 6677/ 1954 (July) XK120 drop head, Ivory with red dition: £500, no offers.—238. Townfiels Rd., Winsford. Cheshire. Tel. 2341 (day), 3317 (night).

£585!!!-1953 KNI20 sports, immaculate pippin taining this vehicle superbly, never raced; choice also drop head and sports 2-seaters from £425, choice also drop head and sports 2-seaters from £425, 1897: 100 TAMBS OF WOOD OREEN (£84blished 1897): 100 CHEST (£84blished 1897): 100 CHEST (£94blished 1897): 10

JAGUAR XK120

JAGUAR XXIZE

JAGUAR XXIZE

Adh.c., black, r. and h., one owner, one of the finest examples in the country; of the finest examples in the country; and the country; consistent of the country sales and Service. Hadleigh 58230.

XXIZE

JEST JAGUAR XXIZE

LESSEX, JAGUAR SALESSEX, J

XK 120 f.h.c., special equipment model, 1953. Xi 120 f.tted every extra, in excellent condition in all respects; private sale at £535.—Gardner, 36, Lichfield Ave., Morecambe, Lancs. Morecambe 2534,

625 ms.—Jaguar 1954 XK120 hard top. dusper twin passlights. Ace Rimbellishers, exceptional; written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube). N.W.3. Hampstead 6041.

ROWLAND SMITH'S, the Jaguar XK120 buyers; highest cash prices.—Hampstead High St., N.W.3. [W4018/R

## JAGUAR XK140

HENLYS, Ltd.

WE have all models of Jaguar.—For address showrooms see advertisement under "J

DUNCAN HAMILTON & Co. offer:-

1956 KK140 Roadster, red, matching interior, twin Byfleet, Surrey. Byfleet 3101.

JOHN TWIGGS (MOTORS), Ltd., offer: -

Jaguar XK140 convertible, in immaculate occlot seat covers, etc., and is offered at the realistic figure of £675.—92. Queens Rd., Peckham, S.E.15. New Cross 11:5.

WEYBRIDGE AUTOMOBILES, Ltd., offer:-

1955 Jaguar XK140 f/h coupe, blue with grey mashers, twin fog lamps, etc., excellent throughout: Washers, twill fee 225. E225. AUTOMOBILES, Ltd., Queens Rd., Weybridge 2235, extension 20. [C4094]

WEYBRIDGE AUTOMOBILES, Ltd., offer:-

1955 (1956 series) Jaguar XKI40 f.h. coupe, battleheater, fog lamp, mirrors, etc., an exceptionally fine
example of this model: £875.

WEYBRIDGE AUTOMOBILES, Ltd., Queens Rd.,
Weybridge. Tel. Weybridge 2233, extension 20.

[C4094]

1955 Jaguar KKI40 drop head coupe, radio, 32,000
miles: £765

TAYLOR & CRAWLEY, Ltd., 42A, South Audley St.,
(C4036

CHARLES FOLLETT, Ltd., official Jaguar retailers.

1956 Jaguar XK140 fixed-head coupe, automatic serviced and guaranteed: £995.

SHOWROOMS.—18, Berkeley St., London, W.1. Mayfair 6266. SERVICE and Stores.—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936.

1957 hard top, 13,800 only, specimen car; £1,175.

—14, Danyoed Rd., Cardiff.

R 0ADSTER 140 with disc brakes, special series engine, overdrive, 150-type axles, unraced specimen superbly maintained; £325.—Rudds, 41, High St., worthing 7775-4,

JAGUAR XK140 1955, 36,000 miles, grey, red leather, in absolute perfect condition, new hood and side screens, Michelin X tyres, nearest £800.—Tel. Great Ayton 449.

Ayton 449. [1899]
1956 series XK140 d/h coupe, very low mileage, unileage, the throughout; £745.—Chipstead Motors, 12. Holland Fark Ave., London, W.11. Park 3445. [Clude WANTED, 800d 1955.6 XK140 f/h coupe.—Tel. Tulse Hill 4301.

# JAGUAR XK150

HENLYS, Ltd.

WE have all models of Jaguar.—For addresshowrooms see advertisement under "Miscellaneous." LI. C. PAUL, Ltd.,

1958 Jaguar XK150, Sage Green. Tan interior. condition; £1,395.—32, Bruton Place, Berkeley Square. W.l. Mayfair 0921.2.

COOMBS & SONS (GUILDFORD), Ltd.

JAGUAR XK150 to full S-type specification, 2-seater roadster, pearl grey with red hide interior. Michelin X tyres, 8,000 miles only, 1959 one-owner car, magnificent specimen, fantatic performance; £1,750.

COMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guidford, Surrey, Guildford, 62907. [Clo57]

GUY SALMON AUTOMOBILES offer:—

Jaguar XKI50 drop head coupe. British dition: £1.500.

OR £1.635, with new chrome wheels and new Dunlop Road Speed whitewall tyres.)—Portsmouth Rd. Thames Ditton. WEYBRIDGE AUTOMOBILES, Ltd., offer:-

WEYBRIDGE AVIOLOGICAL THE INTERPRETARION OF THE PROPERTY OF TH

A CLAND & TABOR, Ltd., Welwyn By-pass, Herts.
Welwyn 481-2-5, offer:—
1958 Jaguar XK159, dies brakes, 9,000 miles ogly,
white, condition as new; £1,495.
New Jaguar Mark IX for inspection and carry
delivery. 1959 (August) XK150S drop head, radio, eg Bar, Banbury 2419.

1957 Jaguar XK150, Hardtop, mint condition. gx. change.—Wessex Motors, St. Cross Road. Winchester. Tel. 5555 Mr. Ryan.

1958 Jaguar XK150 drop head coupe, special equipment, overdrive, one owner, 11,0000 miles;

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£1,475. A. FREEMAN, Ltd., Grosvenor Garage, Burnage A. Lane, Levenshulme, Manchester, 19. Rusholme [C211]

1958 Jaguar XK150 f.h. coupe, finished in green upholstery, genuine mileage only 9,000 by one owner, fitted overdrive and wire wheels, immaculate condition; £1,425.

THOMPSON-DOXEY, Ltd., Mercedes-Benz Main Agents, 109, 139, Eastbank St., Southport, Tel. 56934-5-6.

1958 KK150 special equipment f/h coupe. o where, mileage 11,000 radio and overdri as new throughout; £1,450, terms and exchanges Russells, 260, Liverpool Rd., Southport. Tel. 68656

1957 (November) Jaguar XKI50 fixed head of fitted overdrive, finished in Cotswold with grey interior, a most carefully used one-owner—Tel. Mr. Gray. Wessex Motors, New St., Salist L. 3275.

1958 (Feb.) Jaguar XK150 fixed head coupe, interior, fitted with high ratio rear axle. disc brakes, wire wheels, twin Burgess exhaust, 17,000 miles since new, one owner; £1,495; terms and part exchanges arranged, any distance.

ORCHARD GARAGE, Ltd. (Jaguar Agents), Providence St., Earlsdon, Coventry. (Tel. 75222), 1957

£1295 —1958 Jaguar special equipment XX150 Cotswold blue and blue interior, 14,300 miles with our usual 4 month guarantee covering both material and labour.—Bracknell Motors, Ltd., Bracknell, Berks. Tel. 102,103 and 1225.

1959 Jaguar KK150 fixed head coupe in white, etc. guaranteed 4,000 miles only, never used on the Mi. as new throughout; £1,725.—Woodthorpe Garage, Ldd. Woodthorpe Drive, Mapperley, Nottingham, Tel.

55508.

Jaguar XK158 Cars Wanted

DUNCAN HAMILTON & Co. urgently require XK150s.

-33. High Rd., Byfleet, Surrey, Byfleet 3101

[Wi091

# JAGUAR MISCELLANEOUS

HENLYS. Ltd.

88. Piccadilly. Hyde Fark 0247.
THE Jaguar Showrooms.

50 Jaguars to choose from.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.) MANCHESTER (Blackfriars 7843).

BOURNEMOUTH (Bournemouth 20678).

HOUNSLOW (Hounslow 3454). FINCHLEY (Finchley 0081).

NORTH FINCHLEY (Hillside 6666).

PARKWAY, Regent's Park, N.W.1. (Gulliver 5721.)

THE Hyde, Hendon, N.W.9, Official Jaguar Service (2007 R Station (Collindale 6565).

1958 Mark VIII automatic, Imperial maroon, beige leather, low mileage; £1,375, Jaguar 3.4 special equipment, disc brakes, overdrive, Cornish grey, red leather, radio; £1,450.

1958 Jaguar 3.4 special equipment, Cornish grey, dark blue, disc brakes, overdrive, low mile-

age: £1.450.

1958 XK150 mist grey, red leather, overdrive; 10.

1958 XK150 mist grey, red leather, overdrive; 10.

1957 3.4. Cornish grey, blue leather, overdrive; £1.50.

1955 Mark VII. black, tan loather, overdrive; £725.

S. H. NEWSOME & Co., Ltd., Corporation St., Coventry, Tel. 25061.

centry. Tel. 25061.

CAMDEN MOTORS for high-class used Jaguars, selection from our stock of 10 models.

Jaguar Mark VII saloon M type 1958 with automatic transmission, immaculate maron finish with natural hide interior, usual extras, moderate mileage, wonderful condition; £795.

Jaguar 3.4 automatic saloon 1957. B.R. green, unmarked, Michelin X, one owner. Transistor radio, low mileage: £1.295.

Jaguar 3.4 saloon 1958 series with overdrive, radio males, indistinguishable from new; £1.325.

Jaguar 3.4 saloon 1958 series with overdrive, radio miles, indistinguishable from new; £1.325.

Jaguar 3.4 saloon 1958 series with overdrive, radio miles, indistinguishable from new; £1.325.

Jaguar 3.5 saloon 1958 series with overdrive, radio miles, indistinguishable from new; £1.325.

Jaguar 3.5 saloon 1958 series with overdrive, radio and one convertible available, both 1951 cars in very good condition, priced from £345.

Jaguar 3.5 saloon 1948 in racing green, special equipment, regsonable order throughout, very fast.

450 other cars; write for fully descriptive priced Cathologue.

CAMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; unrestricted hire purchase; exchanges (C1035)

1949 Mark V Jaguar, good condition: £250.-Campbell Symonds, Alperton 1515. [C1037]

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# USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

### JAGUAR MISCELLANEOUS

1958 Jaguar Mark VIII automatic saloona, choice of 5, from £1,195, repeat £1,195.
1956 Jaguar 2.4, radio. heater, overdrive, low mileage: £885.
1955 Mark VII M-type, radio, heater, overdrive, in INOCLN STREET MOTORS (B'HAM), Ltd., Lin-ling of the color bet. £81aal Heath. Birmingham. Tel. Calthorpe 3751-2-5.

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

21-LITRE 1949-50 Mark V saloon, radio, heater, 22 exceptional; £295.—7, Lambolle Place, N.W.3.

1949 Jaguar Mark V 246-litre, in real specimen condition, black, engine just overhauled: E350.—Joyride, Ltd. Hillside 5244.

HEWITTS GARAGES specialise in Jaguar cars, 20 aguar cars always in stock, any car taken in part exchange; consult us now.—High St., Amblecote, Stourbridge 5158.

1950 Jaguar Mark V saloon, heater, guaranteed, 2255; also 1946 Jaguar 1½, saloon, heater, guaranteed, £155; also 1946 Jaguar 3½, saloon, guaranteed, £120.—Oldfield, 386, Kensington High St., W.14, Wes. 6631.

175 gns.—Jaguar, December, 1948, 3½, sliding head, leather, adio, heater, very good condition; choice of 5; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead (041,

Jaguar Miscellaneous Cars Wanted

JAGUAR S.S.100 2-seater, have cash, will travel.— 154, Lancing Rd., Orpington, Rent. [Wilco ROWLAND SMITH'S, the Jaguar buyers, highest cash prices.—Hampstead High St., N.W.3. Ham 6041.

Jaguar Spares and Service

HENLYS, Ltd.

ENGLAND'S largest Jaguar service station.

THE Hyde, Hendon, N.W.9. Colindale 6565.

SPARES and replacement engines for all models from A ND at Manchester, Cheetham Hill Rd., Deansgate

LEX GARAGES, Ltd., Forty Avenue, Wembley, Middx. Arnold 1154.

Comprehensive range of Jaguar spares in stock and specialised service and maintenance. [0892/R

KJ MOTORS, Ltd., S.E. England's largest Jaguar parts stockists.—Bromley. Ravensbourne 3456. WESTERN MOTORS, Park Row, Bristol, Tel.
26304, have a wide range of Jaguar spares for all models. [84122]

JAGUAR overhaul and repair service.—Al Garage (incorporating Harman Engineering), Child's Place, Earls Court, S.W.5. Fre. 8181.

## JEEP

JEEPS to suit every purse and purpose.—Metamet, 100, Belsize Lane, N.W.3. Hampstead 8231. [0527

JEEPS, private or goods, and all spares.—F. W. Motors, Ltd., Hampton Wick, Teddington Lock 40 JEEPS.—Ministry reconditioned Ford and Whit's, new battery; £115.—Agricultural Vehicles, 24, Third Acre Rise, Oxford. Tel. Cumnor 559. [9490

FORD Jeep, excellent condition, full equipment;
—Angelini, Woodlands, Chipstead Way, Bans
Downland 35.

L ONG chassis Jeep brake, mechanically sound, smart appearance, bench seating, radio, heater, standard Jeep trailer; offers around £150 to Douglas-Reid, 78, Station Lane, Hornchurch. [2000]

Jeep Spares and Service

UNIVERSAL CAR DISTRIBUTORS (LONDON). Ltd.

—Spare parts for Jeep; home and export.

1959 illustrated assembly guide and parts catases assembly guide and parts cataset and parts cataset assembly guide and parts cataset and parts cataset assembly guide and parts cataset assembly and parts cataset assembly guide and guide and

wick. London, W.4. Chi. 1915/eesov.

GENUINE Willys Jeep spare parts supplied for all willys vehicles; immediate service and attention tiven by your sole appointed concessionaires for Great Britain and Northern Ireland.

STELLE GRIFFITHS, Ltd., London, S.E.5. Rodney [0893

# JENSEN

NEWBURY MOTORS (WORCESTER), Ltd., offer:-1955 Jensen 541 de luxe saloon, finished bronze with red upholstery, fitted overdrive and heater.—Foregate St., Worcester. Tel. 22361, [C5146.1]

1955 Jowner, immaculate: £1.345.

AyLOR & CRAWLEY, 12a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881.

CHARLES FOLLETT, Ltd., sole distributors for London and part Home Counties, offer:—

1958 Jensen 541 R saloon, disc brakes, overdrive, green and grey, one owner, supplied by us

SHOWROOMS.—18, Berkeley St., London, W.1. May-SERVICE and Stores.—Barnsdale Yard, off Elgin Ave.. W.9. Cunningham 5936.

### **JENSEN**

NEWBURY MOTORS (WORCESTER), Ltd., Jensen distributors; demonstrations to all parts of the country.—34, Foregate St.. Worcester 2361.

1955 (Nov.) 541, fitted wire wheels, radio, heater, night blue. £1,300.—Pippbrook Garage, London Rd., Dorking 3891.

Dorking 3891.

1955 Jensen 541, very low mileage, overdrive, wire wise wheels, radio, heater, rev. counter, etc.; a most beautiful example; £1,275.—Chipstead Motors, 142, Holland Park Ave., London, W.11. Park 3445. [C1046]

1956 series 541, one owner, grey with red hide, condition, works maintained, 24 mpg; £1,250; h.p. and exchanges.—Jones Garage, Syston, Leics.
2257, 8 a.m.-7 p.m.

Jensen Cars Wanted
JENSEN 541 wanted, late model, low mileage and in
perfect condition, cash sale, private.—Knowle 2680,
Warwickshire. [2196]

Jensen Spares and Service
CHARLES FOLLETT, Ltd., sole London distributors
and part Home Counties—service and spare parts. BARNSDALE Yard, off Elgin Ave., W.9. Cunning-ham 5936-7-8. [0594, R

BUNTING'S MOTOR EXCHANGE.

JOWETT main agents since 1922. Always a good selection of used Javelins and Bradford utilities.—
Bonnerfield Lane, Harrow. Tel. 6225-6. [0913/R

1951 Javelin de luxe, black. recon. engine 1955. heater; £325.—Gerrards Cross 5052. [1845]

395 sns.—Jowett Jupiter 1952 sports roadster guarantee: terms, exchanges: last; open 9-7 week-day and Saturdays.—Rowland Smith, Hampstead (off.) N.W.3. Hampstead (off.) (C4016

£395": Jowett Javelin de luxe saloon September 1952. Il.000 miles only since reconditioned series III engine fitted January this year, sparkling coachwork in black with red hide upholstery, radio. heater, fog lights, windsereen washers, one change of

heater, rog nems, while the first of fully descriptive priced other care; write for fully descriptive priced Camber Motors, Leighton Buzzard 2041; open cuntil 8 p.m.; unrestricted hire purchase; exchanges.

Jowett Cars Wanted

Jowett Cars Wanteu

OOD Jowett required immediately.—G. Edwards.

Amenbury Lane, Harpenden, Herts. Harpenden

[W2000]

ROWLAND SMITH'S, the Jowett buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

## Jowett Spares and Service

OWETT spares and service

PARES, reconditioned units and service facilities will continue to be available in your district; consult your local acents or write to Service Dept.

OWETT ENGINEERING, Ltd. (formerly Jowett Cars., Ltd.) Birstail, Batley, Yorkshire. Tel. Batley 1951.

F. FAIRMAN & SONS, Ltd., Jowett main agents.

COMPLETE spares for Javelins and Bradford always in stock; specialised repairs, tuning and service.— Horley, Surrey. Tel. Horley 17. [0961/R

G. W. WILKIN, Ltd., for Jowett spares and service -Richmond Rd., Kingston-on-Thames, Kin. 2241.

BIRMINGHAM agents, large stocks of spares.—Frank Moseley (A. S. and S.), Ltd., The Depot, Cope St., Birmingham, 18. Edg. 0016. [0549

A. V. MOTORS, Ltd., for Jowett service and spares, 1930-54 models.—Park Rd., Teddington. Middx, Kin. 8613 and 0710,

BUNTING'S MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Barrow. Tel. 6225-6.

COOTER & GREEN, Ltd., Jowett specialists and facilities—485. Upper Elmers End Rd., Eden Park, Beckenham, Kent. Bec. 2565.

GODFREYS, Ltd.—Spares and service for Jowett and Bradford specialist repairs.—226-234, London G.C. 53641; Bushwood Corner, Leyton-stone, E.li (Wan. 5101-2); 1s. Highgate Rd., Kentish Town, N.W.5 (Gul. 7761).

## LAGONDA

HAROLD RADFORD & Co., Ltd , offer:-

1954 model convertible, good history, green with grey leather; £1,450,—Kensington 6642.

HENLYS offer with 4 months' guarantee:-

1954 Lagonda 3-litre Tickford 2-door coupe, green and cream with beige interior; El.295, HENLYS, Ltd., Devonshire House, Piccadilly, W.1. Tel. Hyde Park 9151.

1950 Lagonda 24-litre black saloon, blue hide radio, heater, new gear box June, new Vantage engine 1956; £385.—Cogswell, East Grinstead 4444.

1954 Lagonda 3-litre saloon, royal blue, coachwork and interior unmarked and in mint condition: £1.275.—Belle Vue Garage, Whitegate Drive, Blackpool. Tel. 28502.

W.9. Cunningham 5936.

1950 Jensen Cabriolet, light blue with blue information of the control of

## LAGONDA

1957 Series II Lagonda 3-litre 4-door saloon, black/
ury refinements, this is probably the lowest mileage 3litre in the country, being guaranteed genuine at 12,000
only, it has had one industrialist owner from new, complete check-over carried out by Lagonda distributors and
passed 100%, the car is impossible, to fault and looks
as new throughout, £1.775--Highfield Motors (St.
Lid., 178-161, London Rd., Sheffield, 2. Tel. 51655.

Cash prices.—Hampstead High St., N.W., Ham, 6041.

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1939 Lanchester Roadrider saloon, one owner, black: £75.—Northwood Hills Motor Co., [C3129]

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1954 Lancia GT saloon, specially tuned, carefully maintained; £1,325.

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1954 Lancia GT saloon, magnificent condition throughout; £1,475. TAYLOR & CRAWLEY, Ltd., 42a, South Audley St., [C4036/1

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CVR-C. V. Rushmer Automobiles will be pleased to receive enquiries for the latest 3rd series Lancia Applia; demonstration car available.—45c, Holland Park Mews, W.11. Park 5731. [C3061

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[C103]

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1955 Mercedes-Benz 180 saloon, black/blue up-nolstery, radio and heater, one owner, low mileage.—Maidenhead Autos, Ltd., Bath Rd., Taplow, Bucks. Maidenhead 4900.

1959 Mercedes-Benz 2208 saloon, graphite grey with red rex leather upholstery, 4,000 miles only and genune as new condition.—Francis Motors, 393. Humberstone Rd., Leicester. Tel. 66304. [C2131

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1954 M.G. TF 1500, cream/red, immaculate, many
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1955 tonneau, exceptional; £555.
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1936 PB, green, just resprayed; £165.

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1955 M.G. Magnette, in blue, £625.—L. F. Dove, Ltd., 44, Kingston Rd., London, S.W.19. Tel. [C1077]

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1956 M.G. Magnette saloon, grey, one owner, supplied new by us; 6 months' guarantee; £695.
HOWROOMS.—18, Berkeley St., London, W.1. Mayfair 6266.
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1957 rd leather, radio, heater, etc., etc.

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1957 Magnette in steel blue with maroon up-noistery, an immaculate one owner car, guaranteed under 18,000 miles, fitted with fog lamp, mirrors, etc: £795.—49. Sloane Sq., S.W.I. Tel. Sloane 0436.

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1958 Magnette ZB, grey exterior, leather uphois-tery, heater and demister, exceptionally well maintained by one owner/driver; £945.—407, High Rd., N.12. Finchley 6091. [C2053

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1954 M.G. Magnette, grey/grey. radio. meticulousl maintained, exceptional car: £575; 3 months written guarantee.—194-198, Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman 490; (5 lines). [C402]

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1957 M.G. Magnette, red, immaculate car, very low mileage; £775.—The Ware Garages, Ltd.,

1959 M.G. Magnette Mark III saloon, low mile-age, duotone; £945.—The Bucks Motor Co., Ltd., Aylesbury 2264.

1958 (November) ZB, red, fawn upholstery, one careful owner, 8,500, immaculate; £920.—

1958 M.G. Magnette, grey/red, excellent condition; E875.—Saul & Slatter, Ltd., 44, Aidermans Hill, Palmers Green, N.13. Fox Lane 1066. [C4002]

1956 one owner, low mileage, fitted radio, heater, etc., good condition throughout, taxed; £695, E0143

1957 (Oct.) Magnette ZB saloon, twilight grey, Imperial 2242.

1958 model M.G. Magnette varitone saloon, due owner car.—Tel. Mr. Fairclough, Wessex Motors, New St., Salisbury. Tel. 5275.

St., Salisbury. Tel. 3275.

1955 M.G. Magnette saloon, maroon with red particular partic

1958 M.G. Magnette varitone saloon, unquestionable condition, choice of 5; exchanges.—Wessex Motors, St. Cross Rd., Winchester, Tel. 5555, Mr. Ryan.

1955 Magnette in maroon. excellent condition throughout; £625; part exchanges and h.p. terms.—Slocombes, Ltd., 38-52. Dudden Hill Lane, N.W.10. Willesden 4969 and 3934.

1956 (Oct.) Magnette, black, red upholstery, heater, fog lamps, screen washers, beautiful condition; £625 free on boat Belfast.—Huey, Castlederg, Co, Tyrone

1955 M.G. Magnette saloon, twilight grey, heater, engine reconditioned; £645.—Richard France, Ltd., 254-254, High Rd., Tottenham, N.15. Tottenham 0355.

1958 (July) Magnette, fitted tuned engine, radio, dark grey, red leather, one owner, 12,000 miles, taxed: £845.—A.F.N. Ltd., 400, London Rd., Isleworth, Middx. (Isleworth 1011.) [C2015

1958 M.G. Magnette Varitone, undersealed, duo Way Motors, 393-395, Hendon Way, Hendon Centrai, N.W.4. Tel. Hendon 8011.

1957 Magnette Varitone saioon, dual grey, radio and heater, excellent condition: £225.—
Phoenix Motors, Ltd., Oxford Rd., Gerrards Cross.

XXX 1956 M.G. Magnette saloon, black red leather, heater, clock, screen washers, pass light, reversing light; £695; written guarantee; terms, exchanges.—H. F. Edwards, 28-34, Upper High St. Epsom. Tel. 5611.

Epsom. Act. cols.

1957 scal, fog lamps, etc., one owner, low mileage.

cost new more than El.100, now £850.—John Campbell Motors, Ltd., 415, Holloway Rd., N.7. North 4441, 6666.

745 gns.—M.G. Magnette 1957 ZB, Twilight grey, and the maroon leather, radio, heater, one owner, excellent condition; written guarantee, terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead 6041.

1957 Series ZB M.G. Magnette saloon (6.11.56), radio, heater, twin spots, windscreen washers; a quality car in beautiful condition; £775.—Central Garage Chase Side, Enfield, Middlesex. Tel. Enfield 6636.

XXX Superbly maintained 1958 (March) M.G. an outstanding low mileage one-owner car, written guarantee; E885; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham

M.G. Magnette Cars Wanted

ROWLAND SMITH'S, the M.G. Magnette buyers; highest cash prices.—Hampstead High St., N.W.5. [W4018/R

MAGNETTE, ZB or Varitone, required immediately, private enquiries.—Apply Mrs. Cowley, Hainault [1170]

H. F. EDWARDS want and buy good M.G. Magnettes. 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611.

TOM GARNER, Ltd., offer:

1958 M.G. A 2-seater sports, red. htr., rdo., many extras (inc. hard top), 15,000; £845.
10-12, Peter St., Manchester, 2. Bis. 9265-6-7, [2116]

A1 GARAGE, Ltd., offer:-

1958 M.G. A hard top. Webasto roof, cream/red, many extras. 18,000 miles, one owner, specimen example: £825.—14-16, Childs Place, Earls Court. London, S.W.5. Fremantle 3181. [0055/R]

GUY SALMON AUTOMOBILES offer:-

(March) M.G. A twin cam roadster, red/ black hood, H.M.V. push-button radio with wind-up aerials, rigid didescreens, heater, disc brakes, tonneau cover, 3,500 miles from new, supplied and maintained by us; £1,095.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-5.

1958 M.G. A, blue, radio, heater, tonneau cover, Michelin X, spot lamp, as new; £815, 1956 M.G. A, red, radio, heater, tonneau, Michelin X, carrier, turbo discs, as new; £695,—W. H. Hall Automobiles, 10, High Str., Banstead. Burgh Heath 2201

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M.G. A
[ ]NIVERSITY MOTORS, Ltd., offer, with guarantee:

1959 M.G. A twin cam, finished in white with miles only; £1.085.

1959 M.G. A twin cam, finished in red with red publishery, heater, tonneau cover, 4.000 miles; spotless; £1.085.—Stratton House, 80, Piccadilly, W.I. Grosvenor 4141.

A CLAND & TABOR, Ltd., Welwyn By-pass, Herts.

1956 M.G. A sports, green, recent complete works
extra including radio: 2755 on.o.
1959 M.G. A hard top, heater, blue; £950.
[C1001

HALF WAY AUTOS, Soutnend Arterial Rd., E. 1957 M.G. A blue 2-seater, radio, heater, manual horn.—Tel. Herongate 394 or 265.

1957 M.G. A 2-seater sports, many extras, en-thusiast's car; £730.—The Bucks Motor Co., Ltd., Aylesbury 2264.

1958 open 2-seater, fitted radio, heater, etc., colour red, taxed; £775.—Bowman's, Weybridge [C1143] 3265. 1957 M.G. A. blue, detachable hardtop, heater, radio, 13,000 miles; £750.—Waltham Cross [1990]

SHOP-SOILED new M.G. A twin cam, 2-seater at stantial reduction or in part-exchange.—W. M. ford, Ltd., Abbey Garage. Tel. Plymouth 63481 1958 M.G. A hard top, ivory, red interior, heater Motors, Ltd., Oxford Rd., Gerrards Cross. Denham 2716.

1957 (Aug.) M.G. A hard top. 20,000 miles, spot light, heater, luggage rack, telescopic steering, washers, etc.; £775.—Chipstead Motors, 142, Holland Park Ave., London, W.I. Park 3445. [C1046]

land Park Ave., London, vi. 1959) M.G. A. ivory/red interior.

1959 (riegd. Nov. 1958) M.G. A. ivory/red interior.

ilights, tonneau cover; nearest to £295.—Apply Martin
Walter, Ltd., Cliftonville, Margate. Tel. Thanet 21247.
[1414]

Walter, Ltd., Clittonville, Margate. 12: 1414

825 gns.—M.G. A late 1958, Glacier blue, grey careful owner, 5,500 miles; written guarantee, terms, exchanges.—Rowland Smith; below:—Gareful owner, 5,500 miles; written guarantee, terms, exchanges.—Rowland Smith; below:—Gareful owner, 625 gns.—M.G. A September 1956, Glacier blue, black leather, heater, screen washers, luggage carrier, carfully used; written guarantee, terms, exchanges, list; open 9-7 week-days and Saurdays.—Rowland Smith, Hampstead (Tube), N.W.S. Kampstead (C4018)

1959 (May) M.G. A, red, black leather, underseal, wing mirror, chrome fixing rack, screen washer, 4.800 miles; £875.—Johnson & Brown, 268-270. High St., Bromley, Ravensbourne 8841.

1956 and tonneau cover, low mileage, immaculate car, wire wheels, all new tyres, H.M.V. radio, luggage carrier, wing mirrors, well maintained; best offer over £665.—Tel. Chalfont St. Giles 347, [1917]

Jack Rose, Ltd. M.G. stockists, offer 1957 M.G. A Ja-seater in blue, 15,000 miles, one owner, almost unmarked condition, accept £750; also 1959 model M.G. A twin cam coupe, 5,000 miles, many extras; accept £1,095. Stafford Rd., Wallington, Surrey, Wallington 6777/8.

1959 M.G. A sports 2-seater, one owner, glacier the property of the seater and the seater and the seater and the seater and the seater of the

ROWLAND SMITH'S, the M.G. A buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

WARWICK WRIGHT, Ltd., offer:—

1953 M.G. 1½-litre saloon, black, green uphol-black, green uphol-WARWICK WRIGHT. Ltd., 393, Edgware Rd., C4137 UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.I. Grosvenor 4141.

BEARTS OF KINGSTON, M.G. specialists.—Sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

95 gns.—M.G. 1939 1½-litre drop-head coupe, PVC hood, exceptional; terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018

stead (Tuber), N.W.5. Bampsteau 1991.

A N immaculate one-owner car 1951 model M.G. 1½-litre sports saloon with unmarked coachwork and chrome, upholstery in pristinecondition and quite exceptional mechanically, probably the finest 1½ M.G. available here: £395.

450 other write for fully descriptive priced carbon with the company of th

£365.—M.G. Y 1½-litre sports tourer 1951, out-twin carburettors, particularly nice specimen of this attractive 4-seater sports car; terms, exchanges, guar-antee.—Baker & Roger, Ltd., at Hudson's Garage, Darkes Lane (opposite Ritz), Potters Bar 6181 or Hat-field 3861 evenings/week-ends.

M.G. Miscellaneous Cars Wanted

ROWLAND SMITH'S, the M.G. buyers; highest cash prices.—Hampstead High St.. N.W.3. Ham. [W4018/R

S. H. RICHARDSON & SONS, Ltd.

A NY model, any year, any condition; cash on spot, part exchanges; h.p. accounts settled.—Star Garage, Moor Lane, Staines. Colnbrook 22:

URGENTLY required, 1947-59 M.G. saloons and 2-seaters.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [W2109

TOULMIN MOTORS.

M.G. specialists.

SOLELY M.G. cars, sales and repairs; most compre-bensive range of M.G. spares in the country; complete range of reconditioned engines always in stock; largest c.o.d. service in the country; open Mon-day to Saturday.

TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middx. Tel. Hou. 2238 and 3456. [0349/R

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gros. 4141.

SPARES, most models, gaskets, valves, springs, ball-races, road wheels, springs, new crankshafts for XPAG model, chromium luggage grids, aero and racing screens, embossed grab handles, light allow high per-formance head, XPAG, M.G. A. Magnette, special tuning equipment and service.—Derrington, 18-161. London Rd., Kingston 5621-2.

MORGAN

495 series II 2-seater, heater, screen washers, excellent condition: written guarantee, terms, exchanges,—Rowland Smith; below—295 ser.—Morgan 4/4 1949 4-seater, red. black terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041.

Hampsteau Coss.

Amorgan 4/4, blue and black, one owner, fastidiusly maintained; £535—Monarch Parade, London Rd., Mitcham, Surrey. Tel. Mitcham 3592/7188.

PASIL ROY, Itd., require for cash or part exchange any make.—161, Great Portland St., W.1. [0977/R ROWLAND SMITH'S, the Morgan buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

Morgan Spares and Service

BASIL ROY, Ltd., official spare parts stockists, service and repairs.—161, Great Portland St., W.1. [0514/R]

Mercury offer:-

101 Condition, resprayed, new hood and screen, immaculate upholstery, new carpet, radio, heater, perfect tyres; £60 deposit, exchanges.—Mercury Motors, 284, Harrow Rd., Wembley, 76, 6056.

H. A. SAUNDERS, Ltd.

1958 Morris Minor 2-door saloon, green, beige up-holstery, recorded mileage 20,473, heater;

E000. Morris Minor 2-door de luxe saloon, birch 1958 grey, red upholstery, recorded mileage 17.695, heater: £56. heater: £56. Ltd., 836-842, High Rd., North H A. SAUNDERS, Ltd., 836-842, High Rd., North Pinchley, N.12. Hillside 5272 (8 lines). [C4092] METROPOLIS GARAGES.

1958 Morris 1000 standard, turquoise blue with grey upholstery, heater, one owner; £545.—45, Earls Court Rd., Kensington, W.8. Western 4544.

1958 model Morris Minor 2-door de luxe saloon, 1958 finished in green with green interior, one owner, first class condition throughout; £856, 1958 model Morris Minor 1000 saloon, finished in 1958 black with red mierior, supplied by us to one careful owner; £865, -102, London Rd., and High Et., Kingston-on-Thames. Kingston 346,

PHILIP RICKARDS, Ltd., offer:-

1957 Morris Minor 2-door saloon, heater, black, 20,000 miles; £515; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.I. Tel. Grosvenor 4772-5.

WARWICK WRIGHT, Ltd., offer:-

1958 Morris Minor 1000 Traveller car. black, red upholstery, heater, 19,000 miles; £655.
WARWICK WRIGHT, Ltd., Lord's Court, &t. John's Wood Rd., London, N.W.8. Cunningham 6050.

BASON & ARNOLD, Ltd., offer at:-

E330 —Morris Minor tourer 1951, in exceptional cover, hood cover, mats, as new, coachwork virtually unblemished, engine excellent; terms, exchanges.—59a, Palace Gardens Terr., Notting Hill Gate, W.S. Bayeswater 6587.

1958 Morris Minor 1000 saloon; £565.

M.CLAREN & COX. Ltd.. 928, High Rd., North
Finchley, N.12. Tel. Hillside 0560/6306-8. [C3083 GUY SALMON AUTOMOBILES offer:-

1958 Morris Minor Traveller, moderate mileage, immaculate condition; £595.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

MORRIS MINOR
WEYBRIDGE AUTOMOBILES, Ltd., offer:-

12,000 miles only condition almost ved interior and red 12,000 miles only condition almost as new: E595.

WEYBRIDGE AUTOMOBILES, Ltd., Queens Rd., Weybridge. Tel. Weybridge 2233, extension 20.

Ltd. Austin agents, offer:

B. J. HUNTER, Ltd., Austin agents, offer: 1957 Morris Minor 1000 Traveller, most carefully used: £595.
1957 Morris Minor 1000 saloon de luxe, special twin carbs, numerous extras; £550.
1958 HUNTER, Ld., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303.

1958 Traveller de luxe, one owner, 16.000 miles; 2635, 1957 Traveller, heater, 16.000 miles; 2610.—Guildford ford Motors, Ltd., North St., Guildford (1921)

£525 -1958 4-door de luxe, fitted extras, birch grey, [C3149] WORKS mileage, white de luxe, underseal, ex 1000 Minor, offers?—Kin. 5993.

1958 Minor 1000 4-door de luxe, dark green: £575. [2167

1955 —syd. 7649.

1955 ditlon; &435.—Esher 2255.

1956 (August) Morris Minor 4-door saloon de luxe, 1956 (Reugust) Morris Minor 4-door saloon de luxe, 1955 (December) Morris Minor 2-door saloon de luxe, grey; &445.—F. L. Cranmore, Ltd. Tel. Potters Bar 2940.

L YNE FRANK & WAGSTAFF, Ltd., Tottenham L Lane, Crouch End, N.8. Mountview 4401, offer:— 1957 (April) Morris Minor 1000 2-door de luxe, one owner, grey; £510.

1957 one owner, grey; £510. [C2C88]
1957 Morris Minor 1000 Traveller, 18,000 miles;
TAYLOR & RAWLEY, Ltd. 42a, South Audler St.
Mayfair, W.I. Gro. 6881-4. [C4056]
1956 Minor-2-door de luxe, green, nice car; £475;
SLOCOMES, Ltd., 38-52, Dudden Hill Lane, N.W. 10.
Willesden 4869 & 3934. [C4017]
1955 series (registered Dec. '54) Morris Minor 2-door saloon, in excellent condition; £395.
1950 Morris Minor asolone, engine overhauled, in Ltd., Grange Rd., Willesden Green, N.W. 10. Willesden Green G

1957 Minor 1000 de luxe saloon, larger car wanted.

Lurngate Houe, Winchester. Tel. 5747. 1958 Morris Minor 1000 4-door de luxe saloon, grey with red interior, perfect condition;

£575.

FERRARIS OF CRICKLEWOOD. Ltd., 200-220.
Cricklewood Bdy., London, N.W.2. Gladstone 2234.
Epen weekdays 6 a.m. to 6 p.m.
1958 2-door de luxe one owner, heater etc.,
Luxe one owner, weekdays 6 a.m. to 6 p.m.
(Crica

1956 Morris Minor 2-door saioon, heater, low mile-age, excellent condition; £445.—Maiden 1212. South Western Garage, New Maiden, Surrey. [2257] 56 (Dec. '55) Minor 4-door de luxe, heater, taxed, possible h.p.; £437.—38, Sussex Rd., Ickenham,

Middx.

MORRIS Minor 1000 convertible de luxe. 1958.
cream, red leather, heater, taxed, one owner;
2525.—Guildford 61326.

1957 Morris Minor 1000 saloon, excellent condition, heater, washers, etc.; £495.—Perivale

7366. (213)
595 gns.—Morris Minor 1958 1000 de lt xe Traveller, programment of the condition: written guarantee, terms, exchanges.—Rowland Smith: below:—\$75 gns.—Morris Minor 1959 1000 saloon, one cwner, changes.—Rowland Smith: below:—\$15 gns.—Morris Minor 1957 1000 saloon, reater, changes.—Rowland Smith: below:—\$15 gns.—Morris Minor 1957 1000 saloon, reater, changes.—Rowland Smith: below:—\$25 gns.—Morris Minor 1954 series II convertible, guarantee, terms, exchanges.—Rowland Smith: below:—\$395 gns.—Morris Minor 1954 series II convertible, guarantee, terms, exchanges.—Rowland Smith: below:—\$265 gns.—Morris Minor 1950 tourer, heater, yeod 250 gns.—Morris Minor 1950 tourer, beater, yeogamantee, terms, exchanges.—Rowland Smith: below:—\$265 gns.—Morris Minor 1950 tourer, beater, yeogamantee, terms, exchanges.—Rowland Smith; January 1000 gns.—\$265 gns.—Morris Minor 1950 tourer, beater, yeogamantee, terms, exchanges.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041.

1959 Morris Minor 4-door saloon, low mileage: bury 2264. (1913

1959 Morris Minor 4-door saloon, finished in uphoistery, heater, 8.000 miles: £612 Morris Minor 2-door saloon, anished in black
1958 Morris Minor 2-door saloon, anished in black
1958 Morris Minor 2-door saloon, anished in black
UNIVERSITY MOTORS Ltd. Stratton House, 50,
Piccadilly, W.1. Grosvenor 4141.

MORRIS Minor convertible, 1952, new steering new tyres, 8.000 miles, new engine; £295 offers?—40. Trent Rd., Worthing, Sx. [1981]

MINOR Traveller de luxe, Nov. '58, 15.000 miles; £640.—Brockhurst & Co., Nutfield Garage, Nut-field, Surrey. Tel. Nutfield Ridge 3245.

1958 Morris Minor 4-door saloon, black, in very nice condition; £550.—Rey's Motors, Ltd., 73-5, Albany St., N.W.1. Euston 6994.

1958 Morris Minor Traveller, very low mileage, one owner, black; £635.—Northwood Hills Motor Co. Tel. Northwood 3271.

1955 Morris Minor saloon, 2-door, grey; £415.— Northwood Hills Motor Co. Tel. Northwood [C3129

1954 Morris Minor 2-door, grey, o.h.b.: £395.— 3271. Rorthwood Hills Motor Co. Tel. Northwood [C3129]

1958 Morris Minor 1000, 4-door de luxe; £565.— Bishop's Stortford. Tel. 181 & 182.

1958 morris Minor Traveller car de luxe, birch grey, one owner, taxed; £615.—Black Horse Garage, Richmond 6441.

Minor SMM convertible, reconditioned engine, magnificent, guaranteed; £285.—Vaughan, 17. Astwood Mews, S.W.7. Fro. 1319.

1954 Morris Minor Traveller's car, inmarked condition, perfect order, written guarantee; £475.—Clayton Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184.

MINOR 1000 1959 2-door de luxe saloon, grey, ex-cellent condition, B.M.C. guarantee; £570.—West London Motors, 205, Fulham Palace Rd., W.6. Ful-ham 0066.

£515.—1955 Morris Minor de luxe Traveller car, comer, superb condition.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662.

1958 model Morris Minor Traveller, green, heater, wing mirrors, one private owner, mileage 14,750, very exceptional condition; £595,—548, King St., Hammersmith, W.6. Riv. 2837-8.

1955 Minor Traveller de luxe, 24,000 miles, one tery; £460 o.n.o.—Wilson, 148, Berkeley Power Station, Glos. Tel. Dursley 2561, ext. 58, before 6 p.m. [2179

1958 (August) Minor 1000 de luxe convertible, grey, red leather, 10,000 miles, fog, screenwasher, heater, perfect; £540.—Fremantie 5955 atter

1958 (June) Morris Minor 1000 convertible, grey, fitted heater, one owner, guaranteed 15,000 miles, as new; £575.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants, Tel. Highcliffe 2275. [C2109]

Rd., Christchurch, Hants, Tel. Highcliffe 2275, IcZulor
1958 age, radio, heater, as new; £545; terms, exchances.—Palmer's, 3. Russell Garden Mews. Kensington, W.14. Park 9704.
MORRIS Minor convertible. '57; £475. deposit £48, 60 monthly payments of £10,718.—Shepton Mallet Transport, Ltd., 58, Wilson St., Finsbury Sq., London, E.C.2. Tel. Mon. 7694.

1957 Morris Minor 1000 4-door de luxe saloon, owner, immaculate: £555.—X.L. Service Station, Kingston Vale, S.W.15. Kingston 8333. [C4060

1957 (November) Morris Minor 1000 4-door de luxe salvon, superb condition: £500.—Phænix Motors, Ltd Oxford Rd., Gerrards Cross. Denham

1956 Morris Minor de luxe saloon, one owner, back, heater, maroon, leather, spotiess, £475; another, 4-door, beige, loose covers; £58-Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

XXX 1953 Morris Minor convertible, green, green tifully maintained; £385; written guarante; terms, exchanges,—H. F. Edwards, 28-34, Upper High St., Epsom, Tel. 5611.

1957 Morris Minor 1000 2-door saloon, Clarendon grey with red upholstery, one owner, heater, screen washers, wheel trims, overriders, taxed, in very nice condition; £495.—Heath & Wiltshire, South St. Farnham (Surrey) 6234.

1957 Minor Traveller de luxe, fitted heater, overspotlamps, twin chrome Lucas spotlamps, twin chrome mirrors, finished in beautiful Clarendon grey with red interior, taxed, a most attractive one owner example: £590. terms, exchanges.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendieton Mancheste 6. Pendieton 3477. [C3000]

Morris Minor Cars Wanted

ROWLAND SMITH'S, the Minor buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. (W4018.)

MINOR 1000 Traveller.—Durngate House, Winches-ter. Tel. 5747. [W1010

REQUIRED end November, 1000 drop head 1957/8,-Tolley, 2, Grove Rd., Windsor, Berks. [2177 MORRIS Minor Traveller, nearly new, required; consider saloon.—81, Alresford Rd., Winchester. [W4087

SPECIAL tuning equipment, twin carburettor units, modified cylinder head, manifolds, ohy conversions, sw Minor.—Derrington, 159-161, London Rd., Kingston 5821-2.

MORRIS 8 & 10

1948 Morris 8 series E, 4-door saloon, beige body,
black wings (original), good mechanical condition: £215.—London Cars, 592-8, Greenford, Rd.
Greenford, Middx. Waxlow 4407.

195 ans.—Morris 8 1946, sliding head, leather, re-conditioned engine: choice of 5: terms, ex-changes, list: open 9-7 week-days and Saturdays.— Rowland Smith, Hampstead (Tube), N.W.5. Hampstead C041. (C401R

MORRIS COWLEY 1958 (June) black saloon, heater, 22,000; £660.— Ings Garages, Ltd., Maidenhead 2149. [C2119

1957 (Apr.) Morris Cowley saloon, heater, 19,164
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.L. Eus. 4466.

1957 Morris Cowley 1500 saloon, one owner, low mileage, heater, screenwash; £625.—C. W. J. Coles, Ltd., adjoining South Croydon Station. Tel. Croydon 0074.

1958 Morris Cowley 1500 saloon, grey with red in-terior, 14,000 miles, one owner, heater, screen wash, undersealed; an immaculate car; £675.— Heath & Wiltshire, Ltd., South St., Farnham (Surrey) 6234.

SCOTT CARS. MORRIS OXFORD

1959 Morris Oxford Travellers car, heater, one owner, absolutely as new.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3 Hampstead 3676,7779. [C4016]

A1 at Brown's

1958 Morris Oxford, fitted with heater, black, one owner low mileage; £765.
W J. BROWN, Ltd., 339. Finchley Rd., N.W.3. [C1025] TACK SMITH offers:-

1958 Morris Oxford Traveller (all steel), black/ red, 11,000 miles: £855.—25, Bruton Place, Berkeley Square, London, W.1. Mayfair 0661.

RAYMOND WAY offers:-

1958 Morris Oxford Mark V de luxe saloon, maroon marked, one owner car, fitted radio, heater, taxed, etc.; 2839. 300 first-class cars to choose from.—Raymond Way Motors, Kilburn, N.W.6. Maida Vale 6044.

1953 Morris Oxford Saloon; £365.

1953 Morris Oxford saloon (Dec. 1954); £495.

MONTROE MOTORS (N. H. BOSWELL), 91-95,
Buckhurst 1171-2 (C3008

TOM GARNER, Ltd., offer:-

1959 Morris Oxford Series V de luxe Farina sln., maroon, htr., rdo., many extras, 2,500 miles only; £895. 10-12, Peter St., Manchester, 2. Bla. 9265-6-7.

ARCHIE SIMONS & Co., Ltd.

1955 Morris Oxford estate, one owner, late series, considerably above average throughout.—50. Page 6267, 6.30-9.00. CARRIS MOTORS, Ltd., offer:-

1956 Morris Oxford (first registered March 1957), black with red upholstery, heater, 28,000 miles; £565.—Lewisham Bridge, S.E.13. Lee Green [C1192

WARWICK WRIGHT, Ltd., offer:-

1955 Morris Oxford Phase II saloon, green, heater.

WARWICK WRIGHT, Ltd., 393, Edgware Rd.,
N.W.2. Gladstone 0041.

WARWICK WRIGHT, Ltd., offer:—

1958 Morris Oxford Traveller car, blue and grey, radio and heater, 25,000 miles: £875.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 6050.

CMI CAR SALES (Pri. 6623) offer:—
1957 Morris Oxford, low mileage; £665.
THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051 ENGINES RECONDITIONED, Ltd., offer:-

1955 Morris Oxford saloon, one owner, excellent condition; £465.—333, Pinner Rd., Harrow Middx. Tel. Harrow 5366.

HENLYS offer with 4 months' guarantee:-

1957 Morris Oxford Traveller, one owner, grey with red interior: 2865.
HENLYS, Ltd., 958-964, High Rd., North Finchley, [2266]

WEYBRIDGE AUTOMOBILES, Ltd., offer:-

1956 Morris Oxford saloon, dark green, grey in-terior, fitted heater, immaculate condition: Weybridge AUTOMOBILES, Ltd., Queens Rd., Weybridge 2233, extension 20.

TARVIS OF WIMBLEDON, 100% B.M.C. agents.

1958 Oxford Series III, duotone red/birch grey low mileage. £735; another 1954, black, £455 MORRIS House, Morden Rd., S.W.19. Lib. 8221-8 [C2086]

D. J. SHEPHERD & Co. (ENFIELD). Ltd., offer;-

1954 Morris Oxford saloon, black with red in-the property of the heater, good condition; £425.— D. J. Shepherd & Co. (Enfield), Ltd., 456, Hertford, Rd., Enfield, Howard 1631.

1956 Oxford de luxe, beautifully maintained; £560.
1955 — Below:—
1955 — Smith & Hunter, 376. Kensington High St.,
W.14. Western 2312.

W.14. Western 2312.

1956 Morris Oxford Series II saloon, one owner, Empire green: £520.

HERBERT MILLS & TURPIN, Ltd., 75, Great Portland St., London, W.1. Langham 3506-7, [C2036]

MORRIS Oxford, July, 1956, de luxe, one owner; £530.—63, Corsica St., N.5. Tel. Canonbury 3147.

1957 Morris Oxford de luxe, one owner; £670.

1957 Morris Oxford, black/grey duo tone, excep-tional condition; £675.—Finchley 1503.

1951 Morris Oxford Series 1; £285.—Northwood Hills Motor Co. Tel. Northwood 3271. C3129 MORRIS OXFORD

1959 Morris Oxford Series V saloon, as new 270 miles only, black/red upholstery, £355, 1950 Morris Oxford saloon, beige, well maintained and well tyred; £300.—Wray Park Garages, [C4159]

1958 Morris Cxford saloon finished in black with red upholstery, 9,000 miles only, spotless: University MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Grosvenor 4141, [2139]

1959 Morris Oxford saleon de luxe, Farina body, Aylesbury 2264,

1958 Oxford, finished in birch grey, red trim, heater, etc., taxed; £640.—Bowman's, Weybridge 3265.

1958 (November) Morris Oxford, one owner, 14,000 miles, heater, as new condition; choice of 2: £725.—Esher 2255.

1953 Mcrris Oxford, only 29.000 miles, one exceptional owner, cutstanding condition and almost like new; £410.—Pinner 5195.

1953 (June) Oxford saloon, grey, one owner, excel-lent; £425.—Rawlings Tudor Garages, L64, 928-931, Fulham Rd. S.W.6. Renown 2281 (24)32 1959 Morris Oxford saloon de luxe, series IV, lack and grey taxed, as new, low mileage; £800 o.n.o.—Tel. Ley, 7230 evenings.

1959 Morris Oxford Mark V Farina saloon, black, fitted with radio, one owner, 5,000 miles; G. & H. GARAGE, Ltd., 33, Victoria Rd., Surbiton. (9894)

Tembridge 6755.

1958 Morris Oxford saloon de luxe, due tone, grey/
red leather, heater, etc., low mileage, taxed
year, as new 2750.

Littlewick Green 707.

Lit

AZ MOTORS offer 1954 Oxford saloon, grey, recently a Motor offer 1954 Oxford saloon, grey, recently a saloon, grey, recently a Motor offer 1954 Oxford saloon, grey, recently a Motor offer 1954 Oxford, grey, 31.620 miles, heater, screenclean and the leave, screence and screen and the leave, screence and screen and TRAVELLER 1956 Morris Oxford, grey, 31,620 miles, Traveller, screenclean and tog lamp, extremely well-kept utility; £590.—E. J. Baker & Co., Ltd., Dorking [C1189]

Rept utility: £590.—E J Baker & Co., Ltd., Dorking (C1183)
1958 Morris Oxford saloon, grey with red interior, one discriminating owner from new: 3 months' guarantee of the control of the

Liverpool. Tel. No. 64.

1957 (August) Morris Oxford estate car, one oppearance and order, written guarantee; E795.—Clayton Cars (London), Ltd., 17, Bruton Place, London, W.I. Hyde 9184.

W.I. Hyde 9184.

Morris Oxford Cars Wanted

OXFORD Traveller's car required, nearly new.—
Greenways, 81. Airestord Rd., Winchester.
[W4087

ROWLAND SMITH'S, the Oxford buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R MORRIS ISIS

BROADWAY MOTORS (HOUNSLOW) offer:—

A UTOMATIC chauffeur-driven Morris Isis, black, green interior, immaculate condition; £705.—Hanworth Rd. (Hounslow East Tube), Middx. Hounslow 6205.

HENLYS offer with 4 months' guarantee:-

1957 Morris Isis. automatic, heater, sun visor, green with grey interior; £795.
HENLYS, Ltd., Parkway, Regent's Park, N.W.1.
[2279] TANKARD & SMITH, Ltd. (Tottenham), offer:-

TANKARD & SMITH. Ltd. (Tottenham), offer:—

1956 Morris Isis, green with green leather, in 
superh condition, moderate mileage; £495.—

225-232, 246-249, High Rd., South Tottenham, N.15. 
Tottenham 0414-5-6.

1957 Morris Isis saloon, overdrive, radio, one 
MONTROE MOTORS (N. H. BOSWELL), 91-95. 
MONTROE MOTORS (N. H. BOSWELL), 91-95. 
hurst 171-2.

1957 Morris Isis, finished in sage green wil (33688) 
1957 Morris Lisis, finished in sage green will 
main green 
part and many specimen and specimen part 2326. 
(C-067)

JACK ROSE, Ltd., offer 1958 fully automatic Isis saloon, 8,000 miles, duo colour, stored for many months, almost unmarked condition; accept £795.—Stafford Rd., Wallington, Surrey. Wallington 6677/8.

1956 Isis, beige, heater, extras, one owner, small h.p. terms and exchanges—E.R.C. Services, 2-5, Summerland Gdns., Muswell Hill, N.10. Tudor 8073; Bow. 4087.

Bow. 4087.

Morris Isis Cars Wanted

ROWLAND SMITH'S, the Morris Isis buyers; highest
cash prices.—Hampstead High St., N.W.3. Ham.
[W4018/R

Morris Spares and Service

MORRIS genuine spares and special services to the
West End. AND COMPANY, Cleveland Garage,
Cleveland St. Tel. Muz. 1952. (0342/R

HARDY & SONS, 55, Marylebone High St., W.I.

—Experienced for nearly a century, complete overhauls and coachwork our speciality; exchange engine
units, spartes and secessories.—Hunter 0342, (1935/R)

N.S.U.

N.S.U.

MPHW for all miniature cars, new and used.

MPHW—242, Brompton Rd., S.W.S. Kn. [C3156]

C3156

CS 156

LEX —Sole distributors in the U.K., require good LEX GARAGES, Ltd., 2, Lexington St., Piccadilly Crous. W.1. Gerrard 8600. Simpsons of Webhaley, 3d-355, High Rd., Wembels 3903/8691/4422. Top prices. [W4015 Oldsmobile Spares and Service Repairs and Service by Sole U.K. distributors.

LEX at 46-50, Gloucester Ave., Regent's Park.
PRIMROSE 0161.

1956 Opel Rekord in black, right hand drive, pale blue upholstery, fitted tailored seat covers, chrome wheel trims, electric clock, spot lamp, cigarette lighter, overriders; amazing performance with outstanding economy; enthusiast maintained; £595—Hillwood Motors, Watford Way, London, N.W. [C2108 Open till 8 p.m. [C2108 Open till 9 p.m. [C2

Opel Spares and Service

L'ANCASHIRE, Cheshire and North Wales distributors, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage (10515/R)

OFFICIAL Opel spares and service agents.—B. & C. Concessions, Ltd., 46/50, Gloucester Regent's Park, Nw.1. Primrose 0161.

Regent's Park, N.W.I. Primrose 0161. [OSS2/R CJ0S2/R SIMPSONS OF WEMBLEY, 343-355, High Rd., Wembley 3905/8691/4422. Top prices. [W4015 Packard Spares and Service JOE THOMPSON (MOTORS), Ltd., Packard spares, 19-95, Fulham Rd., S.W.3. Kensington 4658. [EONARD WILLIAMS (Distributors), Ltd., for Chiswick Tel. Chiswick 6987-8. [O469/R PANHARD]

HENLYS offer with 4 months' guarantee:—

1959 Panhard Dyna, beige with cream and red interior; £865. HENLYS, Ltd., Parkway, Regent's Park, N.W.1. [2280]

H Guiliver 5721. 1955 Panhard 6-seater l.h.d. saloon, 80+mph, 40+mpg; £475 o.n.o.—Tile Hill (Coventy) [2011 WORTHING MOTORS, Ltd., Panhard distributors for Sussex, Broadwater Rd., Worthing. Tel. Worthing 71.

Worthing To Dyna Grand Standing saloon, choice of two, one Acot grey one Mexican red. first reg. 1865.

187. The Mexican red. first reg. 187. The Mexican red. first red. first

1956 (delivered Nov., 1955) Peugeot type 203 Saloon, blue; a first-class example; £495.

JOHN 8. TRUSCOTT, Ltd., 173, Westbourne Grove.
(E4035)
1957 203 saloon, l.h.d., genuine 20,000 miles, virtually unmarked, radio; £545.—Richards & Carr, Ltd., 132, Sloane St., S.W.1. Sloane 6165.

C3045

PLYMOUTH

SCOTT CARS. 1958 Plymouth Belvedere pillarless 4-door saloon, right-hand drive, power brakes, radio, heater, SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016] PLYMOUTH
1956 Plymouth Belvedere 4-door sedan, l.h.d., push-button automatic transmission, radio, neater and true air conditioning, immaculate; \$785,~ Ilkeston 799 (Derbyshire).

Plymouth Cars Wanted
SIMPSONS OF WEMBLEY, 343-355, High Rd., Wembley 3903/8691/4422. Top prices. [W4015] PONTIAC

SCOTT CARS.

1955 Pontiac, right-hand drive, outstanding condition.
SCOTT CARS. 341-347, Finchley Rd., Hampstead. Condon, N.W.3. Hampstead 8676, 7779. [C4016]
1958 Pontiac Super Chief, mileage only 18,000, THOMPSON-DOXKY, Ltd., Mercedes-Benz main agents, 109, 139, Eastbank St., Southport. Tel. 5994/5/6.

Simpsons of Wembley, 343-355, High Rd., Wembley 3903/8691/4422. Top prices.

Pontiae Spares and Service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Juhilee Place, Chelsea, London, S.W.3. (Tel. Flax-COLE distributors, Great, Service).

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

V&F MONACO MOTORS, offer:-

V&F MONACO MOTORS, offer:—

1956 1600 convertible. Connaught white, radio. 6,000 miles: tested and passed by our technical department; £1,325.

1955 1500 fixed head coupe, peari grey, radio, cal department; £1,064 head coupe, radio, white, 48,000 miles; £696 MoOTORS, 363. Fulham, Fulham Miles, £698 MOOTORS, 363. Fulham, Fulham Rd., S.W.10. Flaxman 4536.

R. F. FUGGLE, Ltd., Bristol distributors.

1959 6,000 miles; £1,975.

BUSHEY HEATH (Herts). Tel. 1685. [C2017]

1959 Porsche standard coupe, blue, 8,000 miles; 1.775.
1958 Porsche Super coupe, sliding roof, radio, one owner, silver; £1.750.
A.F.N., Ltd., 400, London Rd., Isleworth, Middx. (Isleworth 1011.)

1959 (May) Porsche 1600 fixed head, only 4,000 miles; £1,800.—John Alcock, Walley St., Biddulph, Stoke-on-Trent.

1958 Porsche 1600 saloon, powder blue, beige upholstery, 15,000 miles genuine, fitted radio.
—Francia Motors, 585, Humberstone Rd., Leicester, £6,6504.

1957 (June) 1600, low mileage, Becker radio, spot ights, wooden steering wheel, passenger head rest, immaculate car; £1,395.—Elmbridge Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254,

R OSE & YOUNG, Ltd., offer Porsche Carrers, radio, chrome wheels, etc.; immaculate condition, blue; £1,525.—65-69, Sternhold Ave. Streatham Hill, S.W.2. (I minute Streatham Hill Station), Tulse Hill 6464, (2005)

DARTILETT. Porsche stockist.—Early delivery of rew 60, 75 and 90 models: demonstrator available: offer 60, 75 and 90 models: demonstrator available: offer 60, 75 and 90 models: demonstrator available: offer 60 per 61, 750; Porsche 1957 standard coupe. £1, 750; Porsche 1958, May 1898 and 1951 coupes to Standard 60 or 75 Super specifications; also Super 90 and roadster models for spring delivery; for immediate delivery: 1958 (May) 8xed head coupe std., eng., in fixed green with tan; and 1957 (Nov.) fixed head coupe one-owner cars and may be described as being in excellent condition throughout.

MOORTOWN MOTORS, Ltd., Regent St., Leeds.

Tel. 31894 (3 lines).

V&F MONACO MOTORS buy good Porsche.—363, Fulham Rd., S.W.10. Flaxman 4536.

XXX H. F. Edwards are excellent cash buyers of good Porsches.—154, Great Titchfield St., London, W.1. Langham 0012. [W2003

Porselle Spares and Service
V&F MONACO MOTORS, spares and specialised
(near Gloucester Rd. Station), London, S.W.7, Ter Fremantie 4413.

PRINCESS
1958 Princess Mk. VI saloon, duo grey with grey upholstery, automatic, power steering, turbo-assisted brakes, loose covers on front seats, 6,000 miles UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Grosvenor 4141. [2140]

RACING CARS
WEST MOUNT GARAGE.

T2 Cooper-Climax, 1957, twin-cam engine, a small rumber of engine spares, car in very good condition; offers invited and saloon car welcomed in part exchange.—West Mount Garage, Blendon, Bexley, Kent. Bexleyheath 7551.

COOPER'S GARAGE (SURBITON), Ltd., 243, Ewell Rd., Surbiton, Surrey, Tel. Eimbridge 3346, are sole concessionaires for the 1500 Formula III cooper-Climax and 500cc Formula III racing cars and 1,100cc and 1,500cc Cooper-Climax sports cars.

RELIANT MPHW for all miniature cars, new and used. 8711. PRIDE & CLARKE.—Best buyers.—Brixton 6251.

RENAULT

A LPINE.

1952 Renault 750, grey, new tyres: £285.
1955 Renault 750, choice of 2 from £385.
1957 Renault Dauphines, choice of E one owher cars from £345.
1958 Bauphines, grey, red upholstery, one owner NEW Dauphines immediate delivery.

A LPINE BUSHEY GARAGES, Ltd., 83-5, High Rd., Bushey Heath. Bushey Heath 3282, [C1119] PB. Ltd., offer:-

1958 Dauphine with sunshine roof, 9,000 miles, papers wery carefully maintained; £625, E625, PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Kensington 9477. SPUR GARAGE offer:-

Benault Dauphine, black/champagne beige, 1959 8,000 miles, our demonstration car, fitted radio, spot lamps, duo colour, etc., winner of this year's Concours d'Elegante of Renault owners' clui lait price today would be £820 with extras; offered at

5695. Renault Dauphine, duo colour blue, low mile-1957 age, fitted radio and extras; £555. model Renault Dauphine, green, Ferlec 1955 Benault 750, superth order, many extras, ever 1955 Dmpg; £395; immediate delivery of new Dauphines,—39, Hartfield Rd., Wimbledon, S.W.19.

METROPOLIS GARAGES.

1956 (December) Renault Dauphine, green with beige upholstery, wing mirrors, one owner, 26,000 miles; £545.—45. Earls Court Rd., Kensington, W.8. Western 4544.

TOM GARNER, Ltd., offer-

1958 Renault Dauphine saloon, blue, htr., rdo., 10-12, Peter St., Manchester, 2. Bla. 9265-6-7.

WARWICK WRIGHT, Ltd., offer:—

1958 Renault Dauphine (Ferlec) saloon, red. black
1958 upholstery, heater, 5,000 miles; £635.

WARWICK WRIGHT, Ltd., Lord's Court, St., John's
Wood Rd., London, N.W.S. Cunningham

600.
[C4045

GORDON KING MOTORS, Ltd., offer:-

1957 Dauphine, red, excellent condition, taxed; 2535.
1959 Dauphine, red, 4,000 miles only, in new condition; E645.
New Renaults in stock for immediate delivery.—Gordon King Motors, Ltd., Renault Dealers.
Mitcham Lane, Streatham 3135.

£610 or offer; 1959 Dauphine, red, in new condition; h.p. available.—Brentwood 579. [2159 1957 Dauphine in imperial red, pleasant car; £575; part exchanges; terms. SLOCOMBES, Ltd., 38-52, Dudden Hill Lane, N.W.10. (C4017)

1956 Renault 750, grey, Ferlec clutch; £400.—Blue Star, Mill Hill 6767.

1957 Dauphine, Ferlec clutch, 20,000 miles, per-fect, owner going abroad, h.p. arranged: £495 or offer.—Betchworth 3286. [1995]

£595 -Renault Fregate saloon. June 1956, one owner, mary extras, 33,000 miles only, in excellent condition.

HAZELL'S GARAGE, Chesham Rd., Amersham, [C2159]
Bucks. Tel. Amersham 1277-1278.

£535 -1956 Dauphine. one owner, fitted radio, etc.—Offord, 67, George St., W.1. Welbeck [C3115]

1954 Renault 750 saioon, excellent condition; £315.

—D. Marguiles, Ltd., Shaftesbury Mews, Stratford Rd., W.8. Western 5982.

1956 Dauphine, thoroughly good, maintained by us, various extras; £505.—Richards & Carr. Ltd., 132, Sloane St., S.W.i. Sloane 6165. [C3045

1956 Renault 750 saloon. Ferlec clutch, magnifi-wood Mews, S.W.7. Fro. 1319. [C4078] 1956 Renault Fregate, sun-roof, good condition throughout; £550.—Blue Star Garages, Belsize Rd. N.W.6. MAI 5555.

WELHAM'S RENAULT SALES & SERVICE. Surbiton Hill Rd., Surbiton. Elmbridge 1873. Est.

1959 (June) Dauphine saloon, blue; £660.

1955 750 convertible 4-str., special engine; £450.

NEW Dauphine Aerostable saloons in stock, all colours. (C4070

Colours:

Darnklurgst Garranteed used Renault carn—
selection of guaranteed used Renault carn—
larnehurst Garage, Ltd., 1-9, Barnehurst Rd., Bexleyheath, Kent. Crayford 22251.

1959 Renault Dauphine saloon, ivory with red interior, heater and loose covers, an immaculate
one owner low mileage car.—Tel. Mr. Gray, Wessex
Motors, New St., Salisbury. Tel. 3275.

AZ MOTORS offer 1955 Pregate, economical, reliAZ ble and good performance; £4751; also 750
saloon, delivered 1955, engine just overhauled, terrific
bargain; £295!—Palmerston Ed., N.W.6, Mai. 4723.

(C1011)

375 gns.—Renault 750, 1955, grey, sliding head, screen washers, excellent condition, written guarantee; choice of 3; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.S. Hampstead 6041.

Favols, 1956, cost over £1,700, pasted, up-cone interest of the cost over £1,700, pasted, up-cone interest over £1,700, pasted, up-cone interest over £1,700, pasted, up-tornally rare carchites spots, radio, heater, excep-tionally rare carchites spots, and the cost of the motors, 1, Clarendon Ed., London, W.11. Park 5066-7, (50 yards Holland Park Tube.)

Penault Cars Wanted

AUPHINES urgently wanted.—Richards & Carr,
Ltd., 132, Sloane St., S.W.1. Sloane 6165. [3045] ROWLAND SMITH'S, the Renault buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

METROPOLIS GARAGES, Ltd., Olympia, W.14. She. 5385 (West London and Middlesex distributors).

EXPERT Renault staff for all types of repairs; large stocks of spares; we will despatch day of order. [0213/R]

OFFORD & SONS, Ltd.—Renault spares, large stock of all new and replacement parts available immediately.—284, Brompton Rd., S.W.3. Kensington 0830.

KENT distributors, Renault parts and accessories; prompt postai service.—E. G. Pritchard, Ltd.. Chalkwell Rd. Sittingbourne, Kent. Tel. 885, 00070/R NW6—Blue Star Garages, 100% Renault distributors, for all repairs and spare parts.—59-65, Belsize Rd., N.W.6. Maida Vale 5555/2155, [58131

ALPINE BUSHEY GARAGES, Ltd., Bushey Heath, Herts, and North London distributors for Renault sparces and first-class service by Renault specialists.— Bushey Heath 3282.

Bannethurst Garrage. Ltd., have the largest stock of Renault spares in the South of England; all orders despatched on the day of receipt.—Barnehurst Garrage. Ltd., 1-9, Barnehurst Rd., Bexleyheath, Kent. Crayford 22046 [0943.R]

RILEY SCOTT CARS.

1954 Riley Pathfinder, excellent condition through-out; £525. SCOTT CARS, 541-547, Finchley Rd., Hampstead., London N.W.3. Hampstead 8676/7779. [C4016 EATON MOTORS.

1949 drop head Riley 1½, works engine, heater, faultless, fitted with new Vynide hood; £375.

EATON MOTORS, Eaton Socon 256 (St. Neots).

SIDNEY MARCUS, Ltd

1958 2.6 automatic, radio, heater, an outstanding car, beautifully kept; £965,—33, Sloane St., S.W.1. Belgravia 3721 [C3006]

, DAVY. Ltd., Riley agents.

1958 (Aug.) Riley 2.6 automatic, duo blue, 9,200 miles, an excellent example, fully guaranteed: £995. 180-184, Kensington High St., W.S. Weston 7181 68, North Row, Marble Arch, W.1. Hyde 2313 (C106)

KJ MOTORS, Ltd., offer:-

1953 24,-litre saloon, in black with green leather other extras, in excellent condition: £465.

KJ MOTORS, Ltd., Widmore Rd., Bromley, Kent. Ravensbourne 3456. [2146]

FOR new and second-hand Riley cars.

1959 4/68, 2-tone green, 9,000 miles, excellent condition; £975. RILEY CARS, 55 and 56, Pall Mall, S.W.1. Tr. 7311 or 832, Finchley Rd., N.W.11. Tel. Speedwe

TOM GARNER, Ltd., offer-

1952 Riley 214-litre saloon, grey, htr.; £450. 10-12, Peter St., Manchester, 2. Bla. 9265-6-7.

H. BEART & Co., Ltd., offer:-

1956 Rifey Pathfinder, finished in black with red interior, one owner, a well-maintained car; £645.—102. London Rd., and High St., Kingston-on-Thames. Kingston 3548. CARRIS MOTORS, Ltd., offer:-

1956 Riley Pathfinder, black, radio, heater, one owner; £655.—Lewisham Bridge, S.E.13. Lee

VEADING MOTORS, Ltd. offer:-

1954 (October) Riley 115, heater, radio, blue, superb condition; £595.—29, Yeading Lane, Tel. Vik. 6655.

BROWN'S GARAGE (LOUGHTON), Ltd.

1955 Riley 114-litre RME, heater, duo tone, im-maculate: £695. BROWN'S GARAGE (LOUGHTON), Ltd., High Rd., Loughton, Tel, Loughton 6262.

HAROLD RADFORD & Co., Ltd., offer:-

1958 (Aug.) 1.5 saloon, black, radio, 4,000 miles; HENLYS offer with 4 months' guarantee;—

1959 Riley 1.5, one owner, heater, green with beige and tan interior; £315, HENLYS, Ltd., Parkway, Regent's Park, N.W.1. [2281]

BEARTS OF KINGSTON, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. [0079/R]

ROON & PORTER, Ltd., Riley distributors.

1959 4.68 latest Farinaline saloon, duotone Damask and regularly serviced by us; 2975.
1958 (Oct.) 1.5 saloon, Yukon grey, green interior.
1958 (Oct.) 1.5 saloon, Yukon green interior.
1958 (Oct.) 1.5 saloo

MOTORS & PLANT (PETERBOROUGH), Ltd.,

1958 Riley 1.5 saloon, grey/pale grey with grey superb condition, taxed.—Newark Rd., Peterborough Tel. 5556.

£999)\*!!--1958 Riley 2.6 but only 12,000 miles and J AMES OF WOOD GREEN (Established 1997); 100 guaranteed cars; exchanges; hire purchase-421-425, High Rd., Finchley Finchley 6222.

duaranteed cars. exchanges (222.)

CaMDEN MOTORS for high class used Rileys, selection from our stock o 8 models

RILEY 2.6 saloon, 1959 model, eleven months old, 8,400 miles and indistinguishable from brand new, one local owner, perfectly maintained, radio, heater, loose covers and undersait; £1.095.

RILEY 1½-litre RME saloon, 1955, duo tone with heater; spotlights and Michelin X, carefully used, a most attractive car; £645.

RILEY 2½-litre saloon, 1952, Racing green with works reconditioned engine fitted July this year, only run 4,000 miles, two owners, five almost brand reconditions, etc.; £475.

A50 catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Unrestricted hire purchase; exchanges.

1955 (May) 114-litre RME, blue, radio, heater, one careful owner. 26,000 miles; £685.—BW Motors, Eastbourne. Tel. 4697 after 6 p.m. [2215]

1953 model Riley 11--litre saloon, finished in black, first class condition: £525.—Kerridge, [C3118 1]

1958 Riley 1.5, leaf green, heater, low mileage, one owner, not rally driven; £725.—Sudbury (Suffolk) 2874 evenings.

1951 Riley 21-litre saloon. £130 recently spent. One owner: £380 or terms.—Camels. Anscott. Pontesford. Shrewsbury. (Hanwood 342.) [2178]

RILEY 1.5 saloon, green, green leather, 4.000 miles only, full service history, as new; £735.—Ickenham Motors, Ltd., Ruislip 8016.

£755 —Riley, 1958 model, grey black, one owner, 8,000 miles.—Offord, 67, George St., W.I. (C3115)

1947 Riley 115-litre saloon, sound condition: £245
-John Gray, 20, Hermitage Lane, N.W.2
[C2026]

1954 Riley 112-litre, black and cream, 18,500 miles only, really immaculate; £615.—Sargeant & Collins, Bromley, Imperial 2242. 1955 Ricey Pathfinder, green, beige leather, very good condition, taxed; £550.—Kerridge. [C3118

1959 (July) Riley 4 68, red, red interior, radio, many accessories, low mileage; £1,015.—M.E.T. Garages, 409, Kilburn High Rd. Tel. Maida Vale 4801.

1952 21/2-litre Riley saloon, radio, heater, beautiful condition; terms and exchanges; £450.—Starnes Motors, 103, The Broadway, N.W.2. Tel. Gladstone 2480 and 0298.

1957 (November) Riley 2.6 duo-tone saloon, low mileage, overdrive, heater, fog lamps, excellent condition; £895.—Haslemere Motor Co., Woking [1313]

1958 Riley 1.5 saloon in Yukon grey with duo tone leather upholstery, fitted radio and heater, one owner: £755.—Central Garage, Chase Side. Enheld Middlesex. Tel. Enfield 6656.

A LLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements; new or low-mileage models in stock.—Write Coventry Motor Marts, Ltd., London Rd., or Tel. 22146. [0446/R

1959 Riley 1.5 saloon, red/red beige interior, heater, spotlights, etc., mileage 3,000, taxed, condition as new, genuine reason for selling; £765 H. L. WHITE & Co., Ltd., Bridge St., Banbury, 12286

1959 Riley 2.6 saloon, overdrive, 2-tone 5,000 miles only, one fastidious owner indistinguishable from new; £1,180-Huxford & Ltd., West St., Portchester, Hants. Cosham 7022;

C2127 1958 series Riley 2.6 super de luxe, fully aut immaculate throughout: £925.—Woodthorpe Garas Ltd., Woodthorpe Drive, Mapperley, Nottingham, T

65508.

PATHFINDER (September 1954), famous works car, many extras, green, red interior, good mechanically, taxed; £410 for quick sale; easily the cheapest ever offered; terms and exchanges—A. B. Price, Ltd., Hardwick House, Studiey, Warwicks. Tel. Studies \$21, 1229.

5.25 gns.—Riley Pathithder, September 1955. leather, to the heater, screen washers, seat covers, excellent condition, set titlen guarantee, Collect of 2; terms, exchanges in the seat covers, the seat covers, and the seat covers, and the seat covers, and the seat covers of the se

1959 (May) Riley 1.5 saloon, guaranteed 8.600 miles only, spare unused, one private owner, finished blue, 2-tone upholstery, heater, screenwash, wing mirrors, taxed, as brand new, 2795; guaranteed will be seen to be seen

Riley Cars Wanted

RS
ROWLAND SMITH'S, the Riley buyers; highest
cash prices.—Hampstead High St., N.W. 3, Ham.
[W401878] GOOD Riley required immediately.—G. Edwards. Amenbury Lane, Harpenden, Herts. Harpenden (W2000

URGENTLY required, 1947-59 Riley 14--iltre saloons.
—Gibsons Sports Cars. Lyndhurst Rd. Christchurch, Hants. Tel. Highcliffe 2275.

H. F. Edwards are excellent cash buyers of
field St., London. W.I. Langham 0012.

(W2003

Riley Spares and Service
READING.—Hewen's Garage, Ltd., for Riley spares and service.—Tel. 54436. A RCOT ENGINEERING, Ltd.—Preselector gear boxes exchange and repairs.—169, Fulham Rd., S.W.3. (0238)

Kensington 7501 and 7521.

R LLEY distributors for forty years, specialists in Riley overhauls, comprehensive stock of spares.—
Riley overhauls, comprehensive stock of spares.—
Ross's Agencies, Ltd., High St., Leamington Spa. Tel. 7067.

A SK Coventry Motor Mart, Ltd., and be sure you get genuine Riley spares or specialist repairs.—
22146 Coventry Motor Mart, Ltd., and be sure you get genuine Riley spares or specialist repairs.—
(043)

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—832, Finchley Rd., Golders Green, N.W.11. Speedwell 6762.

## ROLLS-ROYCE

JACK BARCLAY, Ltd.

L ARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444, (Open until 7 p.m.)

PB. Ltd., offer:—

1933 20 25 Park Ward owner-driver saloon.

PADDON BROS. 60. Cheval Place, South Kensington, S.W.7. Kensington 9477. [C3035]

1954 Rolls-Royce Silver Wraith Hooper touring imousine, black with green hide upholstery, automatic pear tox, 60,000 miles; £3,700.—14, Berkeley St., W.1. Hyde Park 2073. H. R. OWEN, Ltd.

OFFICIALLY appointed Rolls-Royce retailers offer from their large stock of used Roll-Royce cars:—

1956 Silver Cloud saloon by James Young, duostone with light green hide, 15,352 miles

1956 Silver Cloud saloon, duo-grey.

1956 Silver Cloud saloon, duo-grey,
1954 Silver Dawn, black pearl and Tudor grey
with grey hide.
1953 Ward, black with beige upholstery.
1952 Silver Ward were-driver saloon, with division by Park Ward, black with grey hide.
1951 Silver Ward wener-driver saloon, with division by James Young, electrically operated
windows. 2-tone green with grey hide.
1949 Silver Wratth saloon, with bucket seats, by
17. Berkeley St., London, W.I. Tel, Mayfair 960.
10413

1932 Sportsman 2-seater coupe by Barker, good original condition, known history, a rare example: £375.—90. High St., West Norwood, London, S.E.27. Gipsy Hill 3265.5757.

ACK SMITH offers:-

99,000 miles only.—1954 Rolls-Royce Silver Ward, velvet green grey magnificent condition, 28,500, 1950 short saloon by Park Ward, velvet green grey magnificent condition, 28,500, 1950 short sh

PHANTOM III 38/39 model.

LINCOLN STREET MOTORS (B'HAM), Ltd., Lincoln St., Balsall Heath, Birmingham, Tel, Caithorpe 3751-2-3.

R. HARDY & SON offer:-

1940 Rolls-Royce Wraith 4-door 4-light sports also with boot by Park Ward, black and srev, recent overhaul, history available, whole car in excellent condition; £1,095,—52-55, Marylebone Hish St., Wil. Hunter 9942.

NOEL ROSCOE, Ltd., offers:-

1949 Rolls-Royce Silver Wraith; this owner driver of a quality car, black and gold with beige interfection, heater, radio, taxed: £1.330.—High Rd., Byffeet Surrey. Tel. 270 & 4199

TACK BOND (VINTAGE AUTOS).

1350.—P2 '34 close coupled sports saloon (no division), two owners, just recellulosed.
1935 20'25 close coupled Hooper sports saloon, two owners, and hoper sports saloon, two owners and hoper sports saloon, and the sports and immaculate.

ALWAYS a selection of pre-war and post-war Rolls including 20'25s, P2s and Wraiths.

ALL cars serviced by our own Rolls-trained engineers.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929/8530.

MASCOT MOTORS, Ltd., offer:-

1935 20/25hp Vanden Plas 2-door 2-seater d/h coupe, black and maroon, beige leather, together with a large selection of guaranteed Rolls Royce cars,—Kindly write or telephone for stock list. 237. Kensal Rd., London, W.10. Ladbroke 1231-2.

GUY SALMON AUTOMOBILES offer:-

WEYBRIDGE AUTOMOBILES, Ltd., offer:-

1957 Rolls-Royce Silver Cloud saloon, power-sellon blue-blue hide, in perfect order; £4,50. 1954 (June) Rolls-Royce Silver Dawn saloon, auto-matic, shell grey over Tudor grey, red hide (redressed), 38,850 miles, history, in splendid condi-tion: £2,975.

(redressed), 38,850 miles, Amelia, Amelia, Greens, Amelia, Greens, Amelia, Weybridge AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey, Weybridge 2233. [C4094] GEOFFREY DAVIES CARS proudly offer:-

GEOFFREY DAVIES CARS proudly offer:—

1959 Rolls-Royce, finished in black and shell grey with grey leather interior, 3,000 miles only, fitted with power-assisted windows; £5,695.

1958 Rolls-Royce Silver Cloud, finished in velvet green with red leather interior, 510 miles only; £5,700 miles only; £5,750 miles only;

HEAD Office, 6, Ryder St., St. James's, London, HS.W.1. Service and works, Mortlake, S.W.14. Tel. Whitehall 7181-2. TANKARD & SMITH (TOTTENHAM), Ltd., offer:-

1958 Silver Cloud, power-assisted steering, automiles with full Rolls history, body by Hooper in maroon with hird's eye maple wood fillet and pale grey leather upholstery, a breathtakingly beautiful car. £6.895.—226-232, High Rd., N.15. Tottenham 041-26072

ROLLS 20/25 sports saloon, rebore 12,000 miles back, in very good order.—Simmons. Gro. 2635. [2036 ROLLS limousine, 1933, black, brown leather interior, perfect condition.—Tel. Northwood 1100. [2194

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce & Bentley retailers and repairers, offer: 1957 velvet green, one owner, this is an outstanding example with an excellent history; £4,650. SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266 and 18, Berkeley St., London, W.1. Mayfair 6266 and 18.

SERVICE & Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

R. S. MEAD. Ltd., officially appointed retailers and repairers, offer:—
1954 Rolls-Royce Silver Dawn standard saloon, one owner: immaculate car: £3,505.
1949 Rolls-Royce Silver Wraith H. J. Mulliner sedance de ville, one owner, occasional sests, leather throughout, just fitted recond, full-flow engine, really beaufulful car: £1,795.
Rolls-ROYCE Division, Meadway, Market St., Maidenhead, Tel. Maidenhead 3451. [C3011

CASS'S MOTOR MART offer the following Rolls-Royce limousines, serviced and conditioned:— 1935 20.25 Thrupp & Maberly limousine; 1935 W.I. Euston 4110, 3523.

CASS'S MOTOR MART.—H. J. Mulliner limousine, black.—5, Warren St., W.1. Euston 4110, 3523. [C1040 1936 discs; £375.—Cranberry Lodge, Wigan, Tel. [1983]

1935 20-25 limousine by Barker, face forward cocasional seats, excellent condition; £335.—
Tel. Fulham 4298 before 1 p.m. [2157]

ROLLS-ROYCE 20/25 1938 Replica saloon, post-war lines, beautiful car; £425; h.p. possible.—Lodge Hill 3438.

CASS'S MOTOR MART offer the following guaranteed Rolls-Royce cars, serviced and conditioned, with maker's history:

1936 25/30 H J. Mulliner 4 light aaloon, with projecting boot, black, engine just over-

1934 (Dec.) 20/25 Barker sports saloon, with projecting boot, black; exchanges and terms arranged.—5, Warren St., W.1. Euston 4110/3523.

ROLLS-ROYCE

HEARSES. We are building deck and bearers on the 25,30 h.p. chassis. Inspection invited. A LPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161.

ROLLS-ROYCE 20/25 sports saloons, choice of 2; from £295.—D. Margulies, Ltd., Shaftesbury Mews, Stratford Rd., W.8. Western 5982. [C1162]

1956 Rolls-Royce Silver Cloud, 26,000 gt., Farnham, Surrey. Tel. 4873-4.

2-SEATER, 21.6hp, Rolls-Royce replica, professionally built, one owner over 10 years.—Scott-Moncrieff Rock Cottage, Bastord Hall, Leek, Staffordshire. Tell Churnet Side 300.

Churnet Side 3cc.

1935 model Rolls-Royce 20/25 Hooper 7-seater limousine wide occasionals; £450.—L. R. Guppy & Son, Babylon Hill, Yeovil, Somerset. Tel. [1526]

1938 Rolls 25/30 owner-driver saloon by Park Rolls engineer; terms, exchanges.—Palmers, 5, Russell Garden Mews, Kensington, W.14, Park 9704. [C3034

£475.—Rolls-Royce 20/25 "sports saloon" by Windovers, excellent condition, registered 1934, stored during last 6 years.—A. E. MacAteer, Firbright Garage, Southfields, S. W.18. Van. 6188. (C3149

£5.25—1536 (September) Rolls-Royce 25/30 Windstein over sedanca, partition, extra seats: this car is only complete history available.

HAZELL'S GARAGE, Chesham Rd, Amersham, LTP-1278.

[C2159]

SOUTHERN MOTOR COMPANY specialise in the sale and purchase also maintenance of Rolls-Royce cars and usually have a few models in stock—Lowfield Heath, Nr. Gatwick Airport. Tel. Crawley 437. [0354]

1959 (April) Rolls-Royce Silver Cloud saloon, finished Spode blue with beige leather upholstery, mileage 5,000, many extras, car as new; available Dec. 1, 1959.—Caffyns, Ltd., Chapel Rd., Worthing. Tel. Worthing 2540.

ROLLS-ROYCE, completely rebuilt 1939 with black and cream saloon body, large boot, sweet tail immaculate inside and out, perfect running order, maintained irrespective of cost, photo available; £475.—Tel. Hillside 4770 evenings. Acom 1646 day. [2134]

A&S Ltd.—August, 1948, Sliver Wraith Hooper moderate mileage, beautiful condition, £1495, November 1937, Phantom III Barker Touring Limousine, beautiful condition, £1495, November 1937, Phantom III Barker Touring Limousine, extensive re-conditioning, superb condition, £645, APE & SAUNDERS, Ltd., Providence Court, North Audiev St., W.I. (Near Selfridges). Mayatar 2941.

ROLLS-ROYCE 1938 25/30 owner-driver saloon by Preestone and Webb. two-tone grey, grey leather, engine and coachwork in first class order, genuine and very pretty car, no snage.—Baker, Court Farm, Needingworth, Huntingdon. Sc. twes 2311.

£325 —Rolls-Royce, 1936 20/25 close-coupled ow with matching hide interior, fitted heater, Ace disetc. a really good example of this ever popular smeared Rolls-Royce model.—Burgh Heath 3836,

1951 (Sept.) Rolls-Royce Silver Wraith, fitted with magnificent sports saloon by Hooper, finished in black with brown hide upholstery, fitted radio, covers and every conceivable extra one owner from new a superbly maintained car, in impeccable

THOMPSON-DOXEY, Ltd., Mercedes-Benz Main Agents, 109, 139, Eastbank St., Southport. Tel. [C4120

1948 (Aug.) Rolls-Royce Silver Wraith owner-towerhauled, sliding roof, radio, heater, finished black with tan upholstery, magnificent condition; unrepeat-able at £1.075.—Harry Martin. 2b, Devonshire Place Mews, London, W.1. Welbeck 3294. (C3092

mews. London. W.I. Welbeck 3294.

ROLLS-ROYCE 1958 Silver Cloud, sand and salve unmarked, as new, many extras including P.A.S. whitewall tyres. etc., reason for sale, taking delivery of new V8; 25,250.—See by appointment at Ward's Garage, Gravel Hill, Addington Village, Croydon. Add. 8941.

1937-8 Rolls Phantom III owner-driver salcon 1937-8 Rolls Phantom III owner-driver salcon the Park Ward, black with midnight blue leather, reputed total mileage 20,00, nedio, blue salding head, twin-tone horns, latest type head lights, two unused spares, chauffeur maintained, a most elegant car in beautiful condition.—Forum Garages, Drayton Gardens, Kensington (4821).

PHANTOM III, registered 21/10/36, fitted with beautiful sporting limousine body in aluminium by Barker, wind-up division incorporated, the whole car is in impeccable condition throughout, having only had 40,000 miles use since new the property of one titled family since October 1936; price £650.—A.B. Garages (L'pool), Ltd., 306, Kensington, Liverpool, 7. Tel. Anfield 6016.

Rolls-Royce Cars Wanted
Silver Cloud, state mileage and price.
[1093]

1957-8 Box 5826. [1053

CASS'S MOTOR MART require good Rolls-Royce5, Warren St., W.1. Eus. 4110/3523. [W10-40

DUNCAN HAMILTON & Co. urgently require RollsRoyces.—33, High Rd., Byfleet, Surrey. Byfleet
[W1091

A LPE & SAUNDERS, Ltd., require Rolls-Royce Limousines. Good prices for cars in above average

A&S. Ltd., Providence Court, North Audiey Street, (Near Selfridges). Mayfair 2941. [W1006] ROLLS-ROYCE purchased for cash, any distance.—
Forum Garages, Drayton Gdns., Kensington (W9050

H. R. OWEN, Ltd., urgently require low mileage Rolls-Royce Bentley.—17, Berkeley St., London, W.1. Mayfair 9060. [W4133] MASCOT MOTORS, Ltd., offer best prices for Rolls-Royce cars.—237, Kensal Rd., London, W.10. Ladbroke 1231-2. [W3007

Reits-Reyes Cars Wanted

ROLLS 40/50, any model, reasonable for cash.—
Taddenden, 22, Hayfield Rd., St. Mary Cray. [Wiles

GEORGE NEWMAN & Co. purchase for cash post-war Rolls-Royce cars.—369, Euston Rd., London, N.W.1. Eus. 4466 (12 lines). [W3023

ROLLS-ROYCE wanted by enthusiast, pre-1938, Vin-tage acceptable, any distance.—154, Lancing Rd., Orpington. Tel. 22433. [W1165 Orpington. Tel. 22455.

ROWLAND SMITH'S, the Rolls-Royce buyers; highest cash prices.—Hampstead High St.. N.W.3. Ham. [W4016/R

Karaman Market State Sta

Rolls-Royce Spares and Service 101.

ACK BARCLAY (SERVICE), Ltd. See page 101.

[S1062/R . COMPTON (ESTABLISHED 1921), Ltd.

THE Rolls-Royce specialists.

WE hold the largest stock of pre-war Rolls-Royce spares in the U.K.; repairs and service by Rolls-Royce trained staff.—69, Westow St., Crystal Rolls-S.E.19. Livingstone 3362-3. Royce trained stan.—52 S.E.19. Livingstone 3562-5. CHARLES FOLLETT, Ltd., officially appointed repairers—spare parts, etc. PARNSDALE Yard, off Elgin Ave., W.9. Cunning, 10614.R JACK COMPTON, Ltd., the Rolls-Royce specialists, all sparse for pre-war Rolls-Royce.—80. High St. West Norwood, London S.E.27. Gipty Hill 3265-55.

West Norwood, Southern 19, 14, 16, 20 Wanted 1922 ROWLAND SMITH'S, the Rover buyers; highest cash prices.—Hampstead High St., N.W.S. Ham, 6041.

ROVER 60

HENLYS, Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under "Rover 10647/R TOM GARNER, Ltd., offer-

1956 Rover 60 saloon, black, htr.; £695. 10-12, Peter St., Manchester, 2. Bla. 9265-6-7.

1957 Rover 60 saloon, bucket seats, one owner, mileage 14,000; £935.—Winchester Motor Co., [1584] Winchester. Tel. 5251.

ROVER 60 saloon, smaller car required.—Greenways.

Lockerley, nr. Romsey, Hants. Tel. Lockerley
(C1010

1959 Rover 60 saloon, duo-tone, 2,000 miles, quite a new car; exchanges.—Wessex Motors. St. Cross Rd., Winchester. Tel. 5555, Mr. Ryan. [C4087

1958 Rover 60, radio, absolutely immaculate; £1.070.—Smith & Hunter, 376, Kensington High Street, W.14. Western 2312. [C4019

High Street, W.14. Webseth 2016.

Rover 60 Wanted

ROWLAND SMITH'S, the Rover 60 buyers; highest
cash prices.—Hampstead High St., N.W.3. Ham.
[W40167R] MAXX H. F. Edwards are excellent cash buyers of good Rover 60s.—154, Great Titchfield St., ondon, W.I. Langham 0012. [W2003 ROVER 75

HENLYS, Ltd.

WE have all models of Rover; for addresses showrooms see our advertisement under "Ro H. BEART & Co., Ltd., offer:-

1953 Rover 75 saloon, off white with red leather, well maintained by one careful owner: £575, 1948 Rover 75 P5 saloon, finished in black with marcon interior; 2 owners only from new; £295.—102. London Rd., and High St., Kingston-on-Thames, Kingston 5346. Richards Automobiles, Ltd., offer:—

1951 Rover 75, one owner, fitted with radio, heater, guishable from new, guaranteed; £450.—320, Harrow Rd., Wembley 6586-7.

HENLYS offer with 4 months' guarantee:-

1956 Rover 75, one owner, grey with blue interior:
HENLYS, Ltd., Parkway, Regent's Park, N.W.1.
[2277] WEYBRIDGE AUTOMOBILES. Ltd., offer:-

1956 series (November '55) Rover saloon, modified to Rover 90 standard, black, maroot interior, heater and radio, one owner, 23,000 miles, excellent throughout: £845.

WEYBRIDGE AUTOMOBILES, Ltd., Queens Rd. Weybridge. Tel. Weybridge 2233, extension 20.

MOTORS & PLANT (PETERBOROUGH), Ltd., offer:—

MOTORS of PLANT (PELENDARDOGA), Edu.

1951 Rover 75, green, green upholstery with white
piping, extremely good condition, taxed.—
Newark Rd., Peterborough, Tel. 5558. [2009

AZ MOTORS offer 1955 75 saloon, recent overhaul,
gift; £550!—Palmerston Rd., N.W.6. Mai. 4723.

1948 Rover 75. black, heater, a nicely kept car, ham (Surrey) 6234.
1953 radio, taxed, ond-white with red interior, Alton 2195. Rover 75. in off-white with red interior, Alton 2192.

1953 (June) Rover 75 saloon, black with hide is terior, well maintained car; £495.—Dickers Motors, 28-38, High St. North, Dunstable. Dunstable 1788.

£525.—1952 Rover 75 de luxe saloon, black, heater, beige leather, one owner from new, low mileage, bargain.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662.

1953 (July) Rover 75 saloon, duo-grey, very well maintained car; £565.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead (C3011)

ROVER 75. '48: £350. deposit £35, 60 monthly paraments of £7/17/8.—Shepton Mallet Transport, Ltd., 58, Wilson St., Finsbury Sq., London, E.C.2. Tel. Mon.

HATTON, Birmingham.—1953 75, also 1955 60, 1959
90, etc., and new 1960 80, 100 and 3-litre; exchanges and hire purchase; for all details please Tel. Midland 2437.—Hatton Motors, Ltd., Rover and Landever Dealers, 71, Broad St., Birmingham. (2697)
45.75.—Rover, 75 1953-4 Di. saloon, pastel, matching interior, heater, visors, spots, careful cwner, choice 2; lists 100 guaranteed cars.—Benmotors, I., Clarendon Rd., London, W.11. Park 5066-7, (50 yards Holland Park Tube.)

yards Holland Park Tübe.)

Quite exceptional 1949 Rover P3, fitted replacement 75 engine in 1951, black with grey hide. Signature of the seen to some post of the seen to s

Rover 75 Wanted

ROWLAND SMITH'S, the Rover 75 buyers: highest cash prices,—Hampstead High St., N.W. 3. Ham, 194018/B XXX H. F. Edwards are excellent cash buyers of good Royer 75s.—154. Great Titchfield St., London, W.I. Langham 0012. [W2005]

ROVER 90

HENLYS, Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. H. R. OWEN, Ltd.

1955 Rover 90 saloon, black with tan hide, one owner, 18,300 miles; £775.
17. Berkeley St., London, W.1. Tel. Mayfair 9060.
[C4133 I. DAVY, Ltd., Rover agents.

1959 series Rover 90 saloon, duo colour, one owner, 7,700 miles, an immaculate example, fully guaranteed: £1.295. 180—184, Kensington High St., W.8. Weston 7181, 180—184, Kensington High St., W.8. Weston 7181, 68, North Row, Marbie Arch, W.1. Hyde 2313.

K.I MOTORS, Ltd., offer:-

1958 90. in ivory with blue leather upholstery, fitted H.M.V. de luxe radio, fog lamps, badge bar, one owner, immaculate; £1,125. KJ MOTORS, Ltd., Widmore Rd., Bromley, Kent, Ravensbourne 3456.

H. BEART & Co., Ltd., offer:—

1955 Rover 90 saloon finished duo grey, red up-holstery, radio, heater, excellent condition; £745.—102. London Rd., and High St., Kingston-on-Thames. Kingston 3348.

WARWICK WRIGHT, Ltd., offer:-

1957 holstery, heater, 7,000 miles; El.035.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 6050, [C2045

HENLYS offer with 4 months' guarantee:-

1956 series Rover 90 overdrive, ivory and green 1956 with green interior: £945.
HENLYS, Ltd., 958-964, High Rd., North Finchley, N.12. Hillside 6666.

1957 Rover 90, overdrive, excellent condition; 1956 Rover 90, radio, one owner, immaculate; 1955 Rover 90, radio, 2 owners, good condition. Of this condition of the condition o

2374. (C2111
1954 saloon, smoke blue, radio, seat covers, etc.;
KENNINGS, Ltd., 84-90, Holland Park Ave. (next
Holland Park Tubel. Park 5077-8-9 [C3030
1956 Rover 90, overdrive, bucket seats, black, exPRITISH & COLONIAL MOTORS, Ltd., 77, St.
Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1954 Rover 90 saloon, green, radio, fog lamp, one 1954 owner well maintained; £710. 1954 larly maintained; £710. 2710 larly maintained, any trial; £635.—Wray Park Garages, Ltd. Religate 2263. 1956 Rover 90, black, 25,000 miles; £940.—Isle-[C4106

1956 (May) Rover 90 saloon, one careful owner, 35,835 miles: £865. GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.I. Eus. 4466.

1955 Rover 90 saloon, suede green, one owner, very well maintained throughout: £765.

JOHN S. TRUSCOTT, Ldd., 173, Westbourne [C4035]

1954 Rover 90, grey, extremely well kept; £650.— Baker & Co., Ltd., Dorking 3822.

te 89

1955 (July) Rover 90 saloon, black/red; £775.—
Dobsons, Ltd., Rover Agents, Staines 801.
(Cl074

1956 Rover 90 saloon, duo tone grey, 32,000 miles, maintained by us; £895.—Black Horse Garage, Richmond 6441.

1956 Rover 90 saloon, colour black, H.M.V. radio, and deferred terms.

LankESTER ENGINEERING Co., Ltd., 90-83, Victoria Rd., Surbiton. Elmbridge 1184-5, [0046/R]

1959 Rover 90 duo grey and red, separate seats, overdrive, radio, new 31.7.59, 3,000 miles;

£1,325. 1956 first class condition throughout; £875.—Ver-non Balls (Holborn) Ltd., Africa House, Gate Street. W.C.1. Chancery 5076.

1956 Rover 90. immaculate condition: £995.—
Mansfield Autos, Ltd., High Rd., Broxbourne
Herts. Tel. Hoddesdon 4567:

1958 Rover 90, smoke grey, heater, radio, miles: £1,150.—Fullers of Coombe, Ki By-Pass, S.W.20. Malden 3666-7.

1956 Rover 90. green, green upholstery, overdrive, seast, — Kerridge. Tel. Alton 2192. [C3118

1956 Rover 90 saloon, radio, heater, overdrive immaculate condition; £885.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindals 3185 (C309)

1958 (Nov., '57) Rover 90 saloon, green, immacu-late condition, 17,000 miles only, one owner; £1,095.—Hare's Garages, Littlehampton. Tel. 222. [2148]

1956 Rover 90, finished in black, red hide uphol-£895.—Canons Corner Garage, Stonegrove, Edgware, Open until 10 p.m. Storegrove 9600.

32000 miles!! Rover 90, 1954 (May), black, two well Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi.

1958 Rover 90 saloon, duo grey with red uphol-tion.—Francis Motors 393, Humberstone Rd., Leicester. Tel. 66304.

1959 Rover 90 saloon, 13.000 miles, overdrive, questionable condition; exchanges—Wessex Motors. St. Cross Rd., Winchester, Tel. 5555, Mr. Ryan. [C4087

1956 model Rover 90, one owner, overdrive, radio, black, exceptional condition; £875; terms, exchanges.—North Ways Garage, Finchley Rd., Swiss Cottage, N.W.3. Primrose 1127. [C3026

ROVER, 1957, 90, 18,000, green, one owner, radio, fog lamp, Ace Rimbellishers, wing mirrors, windscreen-shield, overdrive, radiator blind; 21,050.—D. F. Webber, 115, Sydenham Rd., Croydon, Surrey.

1957 model Rover 90; this is genuinely a really first class example, finished in suede green with matching leather, extras include heater, radio, overdrive, bucket seats, Regency covers and mats, in absolutely first class condition throughout: £1.075.

PORTLAND AUTOS, 64-64, West Bar, Sheffield, Tel. 21186-7.

Tel. 21186-7.

XX 1954 Rover 90 saloon, grey with red leather interior, heater, clock, screenwashers, maintained by us over many years, thoroughly recommended; £645; written guarantee; terms, exchanges.—

H. F. Edwards, 78-34, Upper High St., Epsom. Tel. (Z200)

1956 Rover 90 de luxe saloon, finished in unmarkee all new tyres, 29,000 miles, heater, twin spot lamps twin mirrors taxed; this car without doubt is a most magnificent example and carries our guarantee for three months, open to any trial; £840; terms, exchanges.

MAIDSTONE ENGINEERING Co., Smethurst St.,
Pendleton, Manchester, 6. Pendleton 3457,
[C3000]

Rover 90 Wanted

ROVER 90 saloon required, nearly new, consider 105.
Greenways, 81, Airestord Rd., Winchester, [Wa087]

GEORGE NEWMAN & Co. require for cash low mileage Rover 90 cars.—569, Euston Rd., UNI. Eus. 4466 (12 lines).

ROWLAND SMITH'S, the Rover 90 buyers; highest cash prices.—Hampstead High St., N.W.5, Ham. 6041.

H. F. EDWARDS want and buy good Rover 90s.—
28-34. Upper High St., Epsom. Surrey. Tel. Epsom (W2003

ROVER 105

HENLYS, Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous.

PHILIP RICKARDS, Ltd., offer:-

1957 Rover 105R de luxe saloon, black, 19,000 miles, radio, one owner; £1,025; part exchange, deferred terms.--4, Brick St., Park Lane, London, W.I. Tel. Grosvenor 4772-5.

GUY SALMON AUTOMOBILES offer:-

1958 Rover 1058 saloon, duo-grey, bucket seats, transistor radio, 13,000 miles, one owner, as new; £1,255.e 1058 saloon, 15,000 miles; only £1,195.

—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

KDM & CHERRINGTON, Ltd., offer:-

1957 (June) Rover 105R, sage green with green leather, radio, fog lamps, etc., one owner, 9,500 miles; £1,100,-9, Albemarie St., W.I. Grosvenor (C2054)

1955 Rover 90, heater, radio, loose covers, in excellent condition throughout; £775.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 6046, R.W. Finchiev Coorner, North Circular Rd., N.W.11. Finchiev Coorner, North Circular Rd., N.W.11. Finchiev Coorner, North Circular Rd., 12274

POVER 105
DIXONS GARAGE (PUTNEY), Ltd., offer:-

1958 Rover 105R, 27.000 miles, one owner, imputed maculate condition.—134, West Hill, S.W.15. (C1073

1957 Rover 1058, black, overdrive, radio, etc., 1958 series Rover 1058, black, radio, overdrive, 1144.

1957 (July) Rover 105R saloon, one owner, 16.900 GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. (C3025

ROVER 1058, 1957, 22.000 miles, grey, overdrive, radio: £1.075, h.p. can be arranged.—Thornton Heath 4558.

1957 Rover 105R, one owner, extras, superb con-dition throughout, 20,000 miles; £1,095.— Robbins, East Putney. Tel. 7881.

1957 Rover 105, black, red interior, fitted bucket seats, radio; £1,075,—Dunham & Haines (Rover Distributors), 46, Castle St. Tel. Luton 8300.

1958 Rover 105S, one owner, mileage 13,400, grey interfor, excellent order; £1,200, Wheelers (Newbury), Ltd., Newbury, Tel. 1020. [C4125]

1957 Rover 105R de luxe, 18,000 miles, one owner, £999.—Vernon Balls (Holborn) Ltd., Africa House, Gate Street, W.C.1. Chancery 5076.

1957 Rover 1058, blue with red upholstery, o'd, condition; exchanges, etc.—Tel. Mr. Bailey, Wessex Motors, Ltd., Andover 2326.

Motors, Ltd., Andover 2520.

1958 Rover 1058, duo fawn black, bucket seats, andio, overdrive, only 10,000 miles, one owner, £1,295; also 1957 1058, £1,225.—Harvey Hudson, Ltd., Woodford, London, £18. Wanstead 6644. [C2039

1958 Series Rover 105R de luxe saloon, finished in feur maintained, 21,000 miles only; £1,075.—Wood-thorpe Garage, twoodthorpe Drive, Mapperley, Not-tingham 65508.

1957 (April) Rover 105R type saloon, radio, etc., 17,000 miles, one owner, black with beige leather, excellent condition, written guarantee; £995.—Clayton Cars (Loadon), Ltd., 17, Bruton Place, London, W.I. Hyde 9184.

1958 Rover 1058 saloon, midnight blue with 10,000 miles only, and genuine as-new condition.—Francis Motors, 393, Humberstone Rd., Leicester, 1el. 6504.

105 de luxe saloon, July, 1957, dove grey with red hide, one owner, tully automatic and fitted with H.M.V. radio, bucket seats twin spotlames, screenwashers, etc., mileage 17,000, just as brand new. 6995; terms and exchanges.—Tel. Birmingham Highbury 2715, cr after 7 p.m. South 3018

1857 (May) Rover 105 R-type automatic upholstery, fitted heater, radio, clock, wing mirrors, screenwashers, Ace Rimbellishers, 2 passlights and reversing light; an outstanding example of this very desirable car; £1.045; written guarantee; terms, exchanges.—H. F. Edwards, 28-54, Upper High St. Epsom. Tel, 5611.

Rover 50, 75, 98 and 105 Wanted

ROVER 105 saloon required, nearly new, consider 90.

Greenways, 81, Airestord Rd., Winchester.

ROWLAND SMITH'S, the Rover buyers; highest cash prices.—Hampstead High St., N.W.5. Ham. 6041.

ROVER 3-LITRE
HAROLD RADFORD & Co., Ltd., offer;-

1959 (Apl.) 3-litre, grey, 6.000 miles, automatic

1959 Rover 5-litre, duo green, overdrive, radio, 6,000 miles; £1,795 green hide, 2,000 miles; £1.725.—Kensington 6642 [C4141

1959 Rover 3-litre saloon, 2-tone grey; £1.550,— Geo. Sykes & Sons (Engrs.), Ltd., Hud-dersfield 6243-4.

dersfield 6243-4. 1959 (Sept.) 3-litre Rover, black/ivory, 200 miles only; £1.743. immediate delivery.—Ashford [1967]

1959 Rover 5-litre automatic, grey with red fitted radio, as new condition, 7,000 mile with one owner—Francis Motors, 393, Humberstone Rd., Leleester. Tel. 66304.

1959 do Rover 5-litre saloon, fitted disc brakes, model; offered at £100 below list price.—Atlantic Garages, Ltd., Moreton, Wirral. Tel. Arrowbrook 2215.

1959 (July) Rover 5-litre, automatic transmission, finished in dual-tone brown with brown interior, fitted with disc brakes, 1adio, bucket seats. 1,400 miles only, total cost new £1,990; now offered at £1,795, many other extras are also fitted; terms and part exchanges arranged, any distance.

ORCHARD GARAGE (COV), Ltd., Rover Agents. Providence St., Earlsdon, Coventry. (Tel. 75222.)

Rover 3-litre Cars Wanted

ROVER 3-litre saloon required, nearly new.—Greenways, 81, Alresford Rd., Winchester. (W4087

LAND-ROVER

1958 Land-Rover, hard top, green, many extraction one owner; £550.

1954 hard top, green; £400.—Odeon Motors, Ltd.
163038

### LAND-ROVER

EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with a 3 months' specific guarantee; the latest diesel models available for demonstrations; new models usually available,—Main Dealers, Alexandra Rd., Wimbledon 0163-5. [0195/R

A RCHIE SIMONS & Co., Ltd.

L AND-ROVERS, 3 exceptional vehicles, 1951, 1955, Details, Welbeck 1962, Popesgrove 6267, 6.30-9. [2240]

1957 Land-Rover, fully equipped, a specimen; £395.—R.L.H. Motors, Ltd., 599, Kings Rd., S.W.6. Renown 4492/6647.

1958 Series 88-inch standard with petrol engine, one owner: £425.—Winchester Motor Co... Winchester, Tel. 3231.

1959 (Feb.) Land-Rover 109 diesel, grey, tilt, mileage only 6,000, one owner: £700.—Kerridge, Alton 2224.

1958 Series Land-Rover (petrol), 8,000 miles only, new condition; £495.—Gavin Fairfax, Ltd., Virginia Water. Tel. Wentworth 3154. [C2099

1958 Land-Rover, 2½-litre petrol model, van body, ment, 12,000 miles only; 2550.
UNIVERSITY MOTORS, Ltd., Stratton House, 80.
Piccadilly, W.I. Grosvenor 4141.

\*R. J. SEARLE, Ltd., the specialists, offer new and used Land-Rovers to your own specification for immediate delivery; low interest terms, exchanges wel-comed; Land-Rover hire.—Thames St., Sunbury (5014/567), Middx.

HARVEY HUDSON, Ltd., nation-wide Land-Rover specialists, have all new Land-Rovers for immediate delivery; also large selection of used Land-Rovers with 6 months' guarantee; write for further details; distance no object.—Woodford, London, E.18. [C2039

DIESEL LWB Land-Rover de luxe 1958, enclosed cab fitted with heater, screen wash, oil and temperature gauge, flashers, apots, Michelin low pressure tyres, etc., etc., originally cost £900; accept £575.—
Bempton: Long Lane, Handforth, Cheshire. Tel. Mercury 2882.

AND-ROVER, November 1953 hard top de luxe model, in green and cream, just fitted with works recondition engine, new shock absorbers and brakes, extras including 18in Continental mellow-tone horns, wing mirrors, spot lamps, etc., in absolutely new condition, including all tyres; £350; terms arranged.—Tel. Birmingham Hishbury 3306, or after 7 p.m., Birmingham South 3018.

Birmingnam south 5018.

Lastern Adtromobiles, Ltd., offer immediate delivery of all types of Series II Land-Rovers from the large comprehensive stock; guaranteed used Land-Rovers also always in stock; sales backed by full representations of the large comprehensive stock; guaranteed used Land-Rovers also always in stock; sales backed by full representation of the large comprehensive stock; guaranteed used by the large comprehensive stock; guaranteed used by the large comprehensive stock; guaranteed used by the large comprehensive stock; guaranteed used Land-Rovers from the large comprehensive stock; guaranteed used the large comprehensive stock; guaranteed used the large comprehen

Land-Rover Cars Wanted

AND-ROVER, 1949/53; must be good.—Durngate
House, Winchester. Tel. 5747. [W1010]

HARVEY HUDSON, Ltd.—Land-Rovers urgently required, trade enquiries welcomed.—Woodford, London, E.18. Wanstead 6644. (W2039

ROWLAND SMITH'S the Land-Rover buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

## ROVER MISCELLANEOUS

H HENLYS, Ltd., ENGLAND'S largest Rover distributors,

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

ARGEST selection of Rovers in London.

HENLY House, 385, Euston Rd., N.W.1. (Euston MANCHESTER (Blackfriars 7843).
HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0081).

NORTH FINCHLEY (Hillside 6666).

PARKWAY, Regent's Park, N.W.1. (Gulliver 5721.)

CAMDEN TOWN Service Station. (Gulliver 4141.)

[0029/R

CAMDEN MOTORS to high class used Rovers, selected cars from our stock of 22 models.

ROVER 105 saloon, August 1957, immaculately completely unmarked interior, H.M. V. radio, all usual extra accessories; £1,095.55, company director's car, written history including major engine overhaul by Rovers in March this year, original and immaculate; £795.

CVER 90 saloon. September 1954, dark green, new and Country tyres, underseal, link protective mats, spotlights, 29,000 miles, looks even less; £695, ROVER 60 de luxe saloon, 1956, exceptional throughout with immaculate bodywork and interior, and in beautiful mechanical order; £895.

ROVER 75 P4 saloon, 1955 with floor gear change and other late type feature, usual extras, sparkling condition; £595.

ROVER 75 P4 saloons, earlier models 1950 onwards; from £595.

ROVER 75 P4 saloons, earlier models 1950 onwards; from £495.

450 other cars. Write for fully descriptive catalogue.

Campen MOTORS, Leighton Buzzard 2041.

Campen Motors, Leighton Buzzard 2041.

ROVER MISCELLANEOUS
WYCOMBE MOTORS buy, sell and service Rovers
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ROVER and Land-Rover.

SANDFORDS (LEATHERHEAD), Ltd., area dealers in Surrey; the Rover specialists, large spares, stocks, and expert service.—Leatherhead 3033. [0200]

KJ MOTORS, Ltd., S.E. England's leading Rover parts stockists.—Bromley. Ravensbourne 3456.

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5.

LEIGH PARK MOTORS, Ltd., Datchet, Slough,
Bucks, Rover distributors for spares and specialised
service. Tel. Datchet 54. [0047/R

DRY'S GARAGES, Ltd., Rover dealers since 1935.— Latest models always in stock; spares; service.— Kenton Rd., Kenton, Middx. Wor. 1102. [0993/R DAVID ROSENFIELD, Ltd., Rover distributors, Lancashire and Cheshire; very large spares stocks available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302.

SCOOTAGAR
MPHW for all miniature cars, new and used,
-56, Goldsworth Rd., Woking, Surrey.
[CS156]

ANTHONY CROOK, leading Simca distributors since the car was first imported all new and many used examples on view at The Roundabout, Hersham, Eurrey (20 minutes Waterloo). Tel. Walton-on-Thames 23644.

H. C. PAUL, Ltd.

1959 Series Simca P60 de luxe saloon, blue, 7,000 miles; £685.—32, Bruton Place, Berkeley Sc., W.1. Mayfair 0821-2.

G. S. HALL, Ltd., offer:-

1959 Simca Monaco, 2-tone blue, with the usual Simca accessories, etc., a perfect low mileage example of the French thoroughbred, one owner, indistinguishable from new; £985,—502-306, King St., W. 6. Riverside 2881.

HUXFORD & SON, Ltd., offer:-

1957 24,300 miles, one owner, most new St models on show; demonstration cars always availa —West St., Portchester, Hants. Cosham 7022 Simca distributors and enthusiasts.

T. DAVY, Ltd., Simca distributors.

1959 Montihery P60 saloon, one owner, 7.100 miles, an excellent example, fully guaranteed;

£825. 180 –184, Kensington High St., W.8. Weston 7181. 68, North Row, Marble Arch, W.1. Hyde 2313. (C1069

1958 Simca Aronde 1300 saloon, excellent through1958 out, low mileage only; £645.
1958 performance; £655.
FERRARIS OF CHICKLEWOOD, Ltd., 200-220,
Open weekdays 8 a.m. to 8 p.m. (22004)

1956 Simca Elysee, immaculate, new tyres, extras; evenings. E495; terms available.—Halifax 2438 evenings.

1956 Simca Elysee saloon, blue, grey, in excellent condition, any trial; £575.—Wray Park Garages, Ltd. Reigate 2263. [C4159]

A LEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks (Tel. 345); see our advt. under converted [C1094]

1957 Simca Aronde Elysee, radio, heater, spot lights; £565.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185.

Shrubbery Garages, Upper Church Rd., Weston-Super-Mare. Tel. 1080. Simca distributors for Somerset; new and used Simcas; service and spares.

MAYFAIR GARAGES, Ltd.—(May 1959) P60 Elyses only, as brand new; £775.—Bishops Bridge Rd. W.2. Ambassador 1061 (4 llnes).

1958 Aronde de luxe, one owner, 19,000 miles, stead Motors, 142, Holland Park Ave., London, 171, Park 3445.

1956 Simca Aronde saloon, fitted with 1,300cc lent order throughout; £495; terms and exchanges.—Derek J. Ketteringham, 375-381, North Circular Rd., Neasden, N.W.10. Dol. 7483.

Simea Cars Wanted

RICHARDS & CARR, Ltd., urgently require good

Simeas.—132, Sloane St., S.W.1. Sloane 6165,
[3045]

1959 (April) Gazelle saloon, first-class condition, blue/grey, low mileage, one owner, extras; TEL, Farnborough (Kent) 55551.

Open 1956 (November) Singer Hunter special saloon, thanges. Clo35 (Lo, Odeon Parade, N.12. Hillside 1044, (2078)

WARWICK WRIGHT, Ltd., offer:-

1958 Singer Gazelle Series IIa overdrive saloon, roof, heater, 14,000 miles; £795.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 6050.

BUNTINGS MOTOR EXCHANGE for new and used Singer cars.—Bonnersfield Lane, Harrow. Ham. [0048/R]

1957 Singer Gazelle, 2-tone maroon and grey, grey leather, fitted with overdrive and heater. immaculate; £600.—Ladbroke 1231. [C3007]

SINGER Gazelle saloon, 2-tone, with overdrive, radio, heater and many other extras; first reg. 1958; HILLS GARAGES, Port St., Piccadilly, Manchester, [1972]

225gns.—Singer 9 1952 4AB roadster, red. i.f.s., glass sidescreens, good condition, choice of 2; terms, exchanges.—Rowland Smith, below:—
55gns.—Singer Super 10 1947, sliding head.—leather, days and Saturdays.—Rowland Smith, Hamptead days, and Saturdays.—Rowland Smith, Hamptead (C4018), N.W.S. Hamptead 6041.

1951 Singer 9 sports 4-seater, in pale green, superblate car; e285.—Automo, Ltd., 229, West End Lane, N.W.6. [C1150

SINGER Gazelle estate. 1959. duo green, one owner, radio, heater, 9,000 miles, over £100 extras, immaculate; £875.—Rogers Garage, 22, High Rd., Chiswick 6780.

WALTER SCOTT. Ltd.—1954 1500 saloon, grey, heater, low mileage, one private owner; bargain, £315.—59, College Cres., N.W.5 (Swiss Cottage Tuber) fr4066.

1958 (Aug.) Singer Gazelle Mark IIA saloon, duo expensive extras including luxury individual front seats, overdrive, transistor radio, wheel trims, screen washers, heater, etc.; late property of film celebrity, low mileage; £795.

GRIFFIN MOTORS (UXBRIDGE), Uxbridge Rd., Middlesex, Uxbridge 8331, [C2145]

 $G^{\text{AZELLE}} \begin{tabular}{ll} \textbf{Singer Cars Wanted} \\ \text{Saloon.} -81, & \text{Airesford Rd., Winchester.} \\ \hline \end{tabular} \begin{tabular}{ll} \textbf{consider} \\ \textbf{[W4087]} \\ \hline \end{tabular}$ ROWLAND SMITH'S, the Singer buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018 B

Singer Spares and Service SINGER spares mailed by return trade or retail.

B&H MOTORS, Bignell's Corner, South Mimms.
[S1020 R
LIME STREET GARAGES (LIVERPOOL). Ltd.—
Comprehensive stock of Singer spares; full postal
and repair facilities.
5, 7, 9, Redcross St., Liverpool, 1. Central 7851.

SHOWROOMS.-87, Bold St., Liverpool, 1, Royal 10280

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Singer distributors.—East Glamorgan—spares and service.—Tel. 20531.

THE official Singer London parts distributors for all trade and retail orders; full vehicle service facilities always available.—Automenders, Ltd., 131, Church Rd., London, S.W.13. Riverside 8291. [0754/R]

SPORTS CARS
ROWLAND SMITH'S for Sports Cars.

945 gns.—Triumph TR3. 1959 2/4-seater, white overdrive, radio, heater, screenwash, 7,400 miles. 25 gns.—M.G. A. late 1958, glacier blue, wire season, 945 gns.—Triumph TR3A 1959 2/4-seater, white, miles overdrive, radio, heater, screenwash, 7,400

PERFORMANCE CARS offer the finest selection guaranteed sports, drop heads and saloons.—Communication west Rd. Brentford, Middx. Isleworth 7011.

B&G MOTORS offer: £205.-M.G. TB, 1939 sports 2-seater, taxed, red. £150 -- Morgan 4-4 10, 2-seater, red.

£145.-Morgan 4-4 10, 2-seater, blue.

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£150 —M.G. 8 PA, fitted fibreglass bodywork, red, £150 —M.G. 8 PA, sports 4-seater, spotless red.

£150.-M.G. 8 PA, sports 4-seater, spotless cream. £150 —Singer 9 Le Mans 2-seater, spotless red with new hood, long wings, etc.
£155 —Wolseley, fitted floreglass 2-seater bodywork, exceptionally prety; £80 bilis,

£120.-Ford 935cc fibreglass 2-seater.

£110 -M.G. & PA sports 4-seater, black, extremely original.
£105 -Morgan 3-wheeler, super sports, J.A.P., spotless, first registered 1953.
£80 -M.G. & C-type, vintage, special, new hood and new battery, red.
MANY others, terms from 14th down; exchanges.—
M. & G. Motors, 194/8, Arlington Rd., Camden Town, N.W.1. Guilliver 576.

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ONDON'S leading sports car specialists.

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A incomparable selection of hand-picked sporting vehicles at attractive prices.

12450 Climax, disc brakes, 2F gear box, 21985 — Lister Jaguar, 1989, 2-litre twin cam the special speci

£615 !!!—1959 (May) Austin-Healey Sprite, 2,700 only, attractively finished in cherry red.—Comerfords, Ltd., Fortsmouth Rd., Thames Ditton, Surrey. Emberbrook 5551.

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THE CHEQUERED FLAG, Ltd.

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OFER an incomparable selection of hand-picked post-war cars is attractive prices.

\$825.—Austin-Healey 100/6, 1957, blue-white, X tyres, tonneau cover, badge bar, washers.

\$815.—Austin-Healey 100/6, 1957, red/white, radio, heater, spots, X tyres, washers.

\$815.—Austin-Healey 100/6, 1957, red/white, radio, heater, spots, X tyres, washers.

\$815.—Austin-Healey 1958 model, Br.g., 1869.

\$816.—Austin-Healey 1958 model, Br.g., 1869.

\$816.—Austin-Healey 1959.

\$81

GOLD SEAL CAR Company, Ltd.,

SOUTH London's leading sports car specialists.

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£1575.—Jaguar XKI50 special equipment d head
radio, heater. Lugsage rack.

£795.—Au Care 1996, red. X tyres, 2 owners from
£645.—M.G. A Coupe 1956, green, radio, heater,
£565.—TR2 1955. I cars, both in very nice condi£515.—usith-Healey 100 BN1 1954 model, blue/
lighter and map light.
£495.—Lotus Mk VIII, red, highly modified Ford
£485.—Austin-Healey 100 1954, red, lugsage rack,
£315.—Lotus Mk VIII, red, highly modified Ford
£485.—Austin-Healey 100 1954, red, lugsage rack,
£445.—Lotus Mk VIII modified A35 engine and gar
£445.—M.G. TD 1952, red, brand new hood.
£415.—M.G. TD 1950, red, very good condition.

£415.-M.G. TD 1950, red, very good condition.

£365.—Morris Minor Convertible 1953 model, grey, £365.—Austin A40 sports '52, blue.

£325 -Jowett Jupiter 1952, phase III engine, red, specially built for well-known personality. £295 -Healey Elliott 4-seater Roadster, 2-tone.

£295.—Dellow 1954 Mk. II, Navy blue.

295 -M.G. TC 1946, black; this car is well above average. Ford 1172 Mistral, blue. £265

£265.—Morgan 3-wheeler 1952, Ford 10 engine, exceptional condition. £245

£235 .- Jaguar SS100, 214-litre, b.r.g.

£235 — Millard 750 Special, Godacre Trophy winner 756, this car holds the Silverstone lap record in its class £225 — Ford 1172, special Stiletto body, modified £225 — Markham Plasey, Ford special, 2-tone, black/£150 — M.G. A Tickford, green,

WE are now appointed agents for Trokarts.

GOOD sports cars wanted for cash.

HIRE Purchase as low as 1/5th deposit, Special low and insurance rates available. Motor Cycles, 3-wheelers and all cars taken in part exchange.

OPEN week days 10 a.m. to 9 p.m. Saturdays 9 a.m. to 1 p.m. (for inspection) Corner Harts Lane and New Cross Road, S.E.14. 2 minutes from New Cross Gade Underground Station. Tel. New Cross 7435 and 3950. (C2146)

1955 Healey 100, B.r.g., immaculate condition; [C4130]

DELLOW competition sports; £265; full details.— Renown 4492. 1951 Singer 9 sports 4-seater, in pale green, condition, full weather equipment, im late car; £285.—Automo. Ltd., 229, West End N.W.6. Hampstead 5450.

L AGONDA 16/80, 1935, brakes relined, hood and screens very good; bodywork sound; negligible oil consumption; re-chromed; many engine spares; £200.
—E. J. Bristow, Nutfield Garage, Nutfield, Surrey, Tel. Nutfield Ridge 5245.

SPORTS CARS

£860.—Lister Bristol, fitted Don Moor tuned B84.

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The Avenue, Middlesbrough. 141. 87020.

BAKER & ROGER, Ltd., for a comprehensive selection of hand-picked sports cars, Jaguar, Austin-Healey, TR, M.G., etc.—Baker & Roger, Ltd., Hudson Garage, Dukes Lane, Potters Bar 5181. Hatfield 3561.

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers: highest cash prices.—Hampstead High St., N.W.3. Ham [W4018/R

GOLD SEAL CAR Co., Ltd., require good sports cars for stock.—Tel. New Cross 7435. [W2146

Sports Car Spares and Service

TUNING repairs, unobtainable spares made.—Autoside 8291.
[0755/R

### STANDARD 8

H. BEART & Co., Ltd., offer:-

1956 Standard & saloon, finished in black with red interior, fitted heater: £375.—102, London Ringston and High St., Kingston-on-Thames, (C1081)

RUSSELL MOTORS, Ltd., offer:-

1957 (Sept.) Standard 8, black with red upholstery, wing mirrors, windscreen washer, heater, taxed, one owner, 20,000 miles; £425.—47, Sloane St., S.W.I. Sloane 9288.

WARWICK WRIGHT, Ltd., offer:-

1955 Standard 8 saloon, grey, blue upholstery, heater: £365.

WARWICK WR.GHT, Ltd., 393. Edgware Rd., N.W.2. Gladstone 0041.

1954 (September) Standard 8 saloon, extras, ex-cellent; £335.—Rawlings Tudor Garages, Ltd., 928-931, Fulham Rd., S.W.6 Renown 2281. [C4132

1946 Standard & tourer, black brown, engine re-conditioned, almost new hood, good tyres, Pratiney 4226.

165 gns.—Standard 8 1946, sliding head, leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041. (C4018

1956 Standard 8, one owner, heater, grey, in immaculate condition; £385.—Arnotts Willesden Olci. Grange Rd., Willesden Oreen, N.W.10 [9031]

Standard & Cars Wanted

ROWLAND SMITH'S, the Standard & buyers; highest
cash prices.—Hampstead High St., N.W.3. Ham.
[W401874]

STANDARD 10

R USSELL MOTORS, Ltd., offer:-

1957 model Standard Super 10, green with red up-holstery. Alexander conversion, wing mirrors, windscreen washer, heater, taxed, one owner, 28,000 miles; £465.—47. Sloane St., S.W.I. Sloane 928,

WARWICK WRIGHT, Ltd., offer:-

1956 Standard 10 saloon, grey, red upholstery.
Warwick WRIGHT, Ltd., 595. Edgware Rd.
N.W 2 Gladstone 0041 [C04157

COOMBS & SONS (GUILDFORD), Ltd.

STANDARD Gold Star 10hp family saloon, finished plain grey with red and grey hide interior, heater, etc., 1989 model, low mileage, unblemi hed; £54. COMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey, Guildford £5907. [CIC57]

1956 (Oct.) Standard 10 saloon, blue, red interior.

MICHAEL CHRISTIE MOTORS, Bicester Rd.,
Aylesbury, Bucks. Tel. 4727. [C1954]

1957 Standard Super 10, being saloon, red inferior, one owner, good condition, £430.—Wray Pars Garages, Ltd. Reigate 22c3.

1959 Standard 10 Gold Star, on owner, low mile-age, in perfect condition thorughout; £265. 13, Coombe Rd., Kingston, Surrey, Kingston 2826. [G3016]

1957 Family 10. fastidiously maintained, many extras, full service records: £425; terms—Richards & Carr. Ltd., 132. Sloane St., S.W.i. Sloane (CCUC)

STANDARD 10, 1957/8, for sale 2nd week Dec., heater, radio, screenwasher, excellent condition, red. h.p. terms available; £475.—E. Denton, 195. Beech Rd., St. Albans. 12153

365 gns.—Standard 10 1955, 2-tone blue/black, heater, very good condition, written guarantee terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6031

ROWLAND SMITH'S, the Standard 10 buyers: highest cash prices.—Hampstead High St , [W-4013]

STANDARD COMPANION

1957 Companion estate car, grey, excellent condition throughout, 4 new tyres (Weather-other extras: £540,—Simpson, 7, Rodean Crescent, S.W.15. Prospect 5468.

R. S. CURRIE & Co., offer:

1958 Standard Companion, green and beige, her one owner, immaculate; £575.—105, W. bourne Grove, W.2. Bayswater 0085.

GUY SALMON AUTOMOBILES offer:-

1959 Standard 10 Companion estate, radio and heater, 7,000 miles; £685.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1957 (Aug.) Standard Companion, heater, 26.700 miles, one owner; £495.

GEORGE NEWMAN & Co., 369, Euston Rd., London, (C3025

1958 (October) Standard Companion, grey; £595.

Croydon. Tel. Addiscombe 3066. [C1076]

STANDARD ENSIGN & PENNANT R. K. HORTON, Ltd.

1959 Standard Ensign saloon, Lichfield green with red upholstery, heater and windscreen washer, 4,400 miles cnly, one owner, showroom condition with full guarantee at £799.—R. K. Horton, Ltd., Derby Rd., Watford 25283.

HENLYS offer with 4 months' guarantee:-

1959 series Standard Pennant, heater, one owner, grey and blue with red and grey interior; HENLYS. Ltd., Parkway, Regent's Park, N.W.1. [2282

1958 Ensign de luxe model, over 35 m.p.g 2201.

PENNANT 1958, 2-tone, one owner, small m heater, etc.; all facilities; any vehicle exchanges. S. Monro, Andover 3672-3.

1958 Standard Pennant, 2-tone, undersealed, heater, nicely run-in, 9,800 miles, showroom condition, personal guarantee from owner; £595\_\_\_\_\_

1958 Standard Pennant, Lichfield green, one owner, immaculate throughout; £595.—
Phœnix Motors, Ltd., Oxford Rd., Gerrards Cross. Denham 2716.

Denham 2716. [C3141
STANDARD 12 & 14
1948 Standard 14 saloon, overhauled, heater; £185.—Maiden, Surrey.
Maiden, Surrey.
STANDARD 14, '48; £195, ceposit £7,1/2, lst of 36
monthly instalments; many others on no-deposit terms.—Shepton Mailet Transport, Ltd, 58, Wilson St., Finsbury Sq., London, E.C.2, Tel. Mon. 7684. [C4157

£145.—Standard 14 sun saloon, extra careful guaranteed cars.—Benmotors, 1. Clarendon Rd., London, W.11. Park 5066-7. (50 yards Holland Park Tube.)

ARCHIE SIMONS & Co., Ltd.

1956 Standard Vanguard estate, overdrive, extras, above average,—50, Paddington St., W.i. Details; Welbeck 1982, Popesgrove 6267, 6.30-9. (Trade 19367)

invited.)
KENTON CENTRAL GARAGE, Ltd., offer:—
STANDARD Vanguard estate, 1955; £390.—381,
Kenton Rd., Kenton, Middx. Tel. Wordsworth 0251,
[C3155]

GEORGE NEWMAN (BRIGHTON), Ltd., offer:-

1957 Standard Vanguard estate, two tone, 16,000 GEORGE NEWMAN & Co. (BRIGHTON), Ltd., Sussex, Mercedes-Benz main agents.— Jubilee St., North Rd., Brighton 24247-8.

North Rd., Brighton 24247-8. [C3161]
1952 H.M. V. radio; £325.
WALTERS MOTORS, 356-360, High St., Ponders End. Tel. Howard 1646.
1955 (July) Standard Vanguard saloon, heater. one GEORGE NEWMAN & Co., 369, Euston Rd., London, R.W.I. Eus. 4466.

1951 Vanguard saloon, heater, reconditioned engine; £195; h.p.—Leatherhead 2271. [C3029 VANGUARD, 1951. black, excellent condition, heater, radio, well shod; £285—Tel, Valentine 9308.

1952 Standard Vanguard, black, heater, very car; £305.—Joyride, Ltd., Hillside 524

£450 —Standard Vanguard estate car, 1956, one available.—Tel. Leicester 62192. [1968]

available.—Tel. Leicester 52132.

1956 Standard Vanguard, one owner, heater, creen washers; £575.—Robbins, East Putney. (C3010

1955 model Vanguard saloon, overdrive, magnifi-cent, guaranteed; £375.—Vaughan, 17, Ast-wood Mews, S.W.7. Fro. 1319.

1956 Standard Vanguard, black and beige, heater; £570.—Dawnier Motors, Ltd., Ewell By-Pass, Ewell, Surrey. Ewell 2382.

1953 Vanguard Phase II, overdrive, radio, heater spot lamp, screenwashers, leather, 45,000 miles, Comet blue; £325.—Farningham 2268. 1957 Standard Vanguard Sportsman, overdrive blue/grey, immaculate; £765.—Joyride, Ltd.

Hillside 5244.

1959 Standard Vanguard saloon, blue and grey;
grey hide interior, radio and heater, just as
new, £895; terms...Findon Sussex 5022. [Cd027]

1956 Standard Vanguard Phase II, black, 27,000
dition; £856...XL, Service Station, Kingston Vale,
S.W.15, Kingston 8353. [Cd066]

1953 Standard Vanguard Phase II saloon de luxe, pastel green, heater, etc., immaculate; £375, N.W.10. Willesden 0161.

STANDARD VANGUARD

1957 model Vanguard Phase III. overdrive one owner, genuine 25,000 miles, really excellent; 2505; terms; exchanges.—Richards & Carr. (C3045 1954 phase II Standard Vanguard, beige, with linmaculate car; £395.—Heath & Wiltshire, South St. Farnham (Surrey) 6224.

1957 Standard Vanguard saloon. 2-tone green/beige, fitted heater, screen washers, etc., one owner, serviced by us. 2505.—Heath & Carrello Standard Vanguard saloon. 2-tone green/beige, fitted heater, screen washers, etc., one owner, serviced by us. 2505.—Harlwood's Carrello Standard Vanguard 1953. Jeather, beater. Standard Vanguard 1953. Jeather, beater.

2401-5.

25 ps. —Standard Vanguard 1955, leather, heater, carefully used, written guarantee, choice of 2: terms, exchanges, list; open 9-7 weekdays, and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041.

Hampstead 6041.

Z MOTORS offer 1955 Vanguard Phase II, imbargain, £299! Also 1955 4-door estate car, new engine just fitted, £425! 1955 estate car, £555!! Also 1950 saloon, radio, heater, excellent order, £275! Compare our prices.—Paimerston Rd., N.W.6. Mai. 4725. (Cl01: STANDARD Vanguard Sportsman 1957 model (late 1956 delivery), blue and grey with due tone upholini radio, heater, expensively the control of the control o

450 other cars; write for fully descriptive priced 450 catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; unrestricted hire purchase; exchanges. [C1035]

until I p.m.; unrestricted hire purchase; exchanges; and property of the prope

Now American Cars Wanted

(W4018/R

(W4018/R

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Standard buyers; highest
cash prices.—Hampstead High St., N.W.3. Ham.
6041. [W4018/R

Standard Spares and Service

HALLS (FINCHLEY), Ltd., for Standard and
Triumph spares and repairs.—314, Regent's Park
Rd., Church End., Finchley. Finchley 5908. [0002/R
STANDARD spares for all models; largest provincial
stockists.—Hollingdrake Automobile Co., Ltd.,
Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay
(Tel. 3522). Stockport (Tel. 4464), and Prince's Drive, Constituted States, Carlo 3222.

STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, recellulosing.—Puttocks, Ltd. (S. W. Surrey distributors), Alexander Terrace, Guildroft 9531. (0253/R OUR rally-proved engine conversion (£32/10) and control bar (53/-) improves performance and road holding out of all recognition; approved by Standard Motor Co.—Alexander Engineering Co., Ltd.. Haddenham, Bucks. Tel. 345. [S1094] STUDEBAKER

1954 Studebaker Champion, Farina body, many extras, excellent condition.

COTT CARS. 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [Collof 1957] Silver Hawk V8, 2-door saloon, cream and personal condition, speedo reading 24,417 miles; price £1,055.—Arden Grange, Wood End. Tanworth-in-Arden, Warks.—Tel. Tanworth-in-Arden, Warks.—Tel. Tanworth-in-Arden, 1958

Studebaker Cars Wanted
SIMPSONS OF WEMBLEY, 343-355, High Rd., Wembley 3903/8691/4422. Top prices. [W4015] SUNBEAM

ROOTES

HAVE available a range of Sunbeam cars of very low mileage, ONDON, W.1.

DEVONSHIRE House, Piccadilly.

GRO. 3401.

BIRMINGHAM, 2. LOWER Temple St.

CEN. 8411.

MANCHESTER, 2. 129, Deansgate, BLA. 6677.

DUNCAN HAMILTON & Co., offer:-

1955 model Sunbeam Mark III saloon, fitted floor gear change, overdrive, radio, heater, rev. counter, spotlights, etc., £595.—33, High Rd., Byfleet, Surrey. Byfleet 3101.

1954 (November) Mark III, wireless, heater; £635.

1956 (May) Mark III saloon, overdrive, radio, heater, low mileage, immaculate car; £735.

Elmbridge Motors, Ltd., Kingston By-Pass, Tolworth.

Elmbridge 2254.

Elmbridge 2294.

1955 Sunbeam Mark III drop head foursome coupe.
Inmaculate in Farina red, overdrive, radio, heater, distance no object; £725; terms, exchanges.—
Corner Garage, Gorton St., Blackpool. Tel. 26838.
[C2005]

ROWLAND SMITH'S, the Sunbeam buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

URGENTLY required, 1951-59 Sunbeams.—Gibsons Sports Cars. Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275.

DUNCAN HAMILTON & Co offer:-

1954 Sunbeam Alpine, mist blue, radio, heater, covers, spotlights etc.; £495.—33, High Rd., [C109] Byfleet 3101. [C1092]
1959 (Sept.) Sunbeam Alpine, glen green, 1,000
178-181, London Rd. Sheffield, 2. Tel. \$1059, [1933]
595 (sns.—Sunbeam Alpine 1955 Mark III sports conTurbo discs. new PVC hood, excellent condition, writter
guarantee; terms, exchanges, list; open 9-7 week-days
and Saturdays.—Rowland Smith, Hampstead (Tuber,
N.W.). Hampstead 6641.

1954 model Sunbeam Alpine, duo-tone, hard-soft counter, closek, wing mirrors, fog, spet and eversing lights, Ace Rimbellishers, etc., most outstanding and beautiful from every angle; 2556—Chipstead Motors, 142, Holland Park Ave., London, W.11. Park 3445.

SUNBEAM RAPIER

HALLS. 1957 Sunbeam Rapier, dual colour, overdrive, heater; £785.—Halls (Finchley), Ltd., Odeon Parade, N.12. Hillside 1044. HALLS.

1058 (October) Rapier saloon, coffee and cream, 10,000 miles, one owner, radio, heater, taxed; £865.—Halls (Finchley), Ltd., Odeon Parade, N.12. Hillside 1044.

1956 Sunbeam Rapier, overdrive, radio, heater, reasonable cost: £695.
EATON MOTORS, Eaton Socon 236 (St. Neots).

CONNAUGHT CARS (1959), Ltd.

1959 Sunbeam Rapier convertible, 7.200 miles, mouth Rd. (A3), Send, Surrey. Ripley 3122. [C1132] WARWICK WRIGHT, Ltd., offer:—

1956 Sunbeam Rapier saloon, red and grey, heater; WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

WARWICK WRIGHT, Ltd., Uner.—

1956 Sunbeam Rapier saloon, blue and grey, radio, heater, 18,000 miles; 2715.

1958 Sunbeam Rapier convertible, grey and red, overdrive, heater, 2,000 miles; 2950.

Sunbeam Rapier series II (overdrive) saloon, grey and red upholstery, radio overdrive, blue overdrive, blue overdrive, saloon, karting over the converse over t

CANONS CORNER GARAGE offer:-

1957 model Sunbeam Rapier, black apd grey, with outdrive, I7,000 miles, immaculate, appeal to enthusiast; £775.—Tel. Storegrove 9600. [9989]

1959 grey and red with red interior; £985.
HENLYS, Ltd., Henlys Corner, North Circular Rd., Rw.11. Finchley 0081/9782.
1958 sunbeam Rapler saloon, fitted radio, heater, oblue, 13,000 miles only, virtually as new £888, venselully, 15,000 miles only, virtually as new £888, venselully, virtually, vi

SUNBEAM Rapier May '57, overdrive, heater, H.M.V. radio, underseal, etc., excellent condition, 16,000 miles.—Victoria 3488, evenings Perivale 5960. [2121

1959 Sunbeam Rapier saloon, unquestionable condition; exchanges,—Wessex Motors, St. Cross Rd., Winchester. Tel. 5555, Mr. Ryan. [C4087]

1956 grey/upholstery to match, heater, overdrive, rev. counter, etc., one owner, taxed year, nice order and guaranteed: £705.

LTWOOD GARAGE. Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and weekends Littlewick Green 3076.

1956 (Aug.) Sunbeam Rapier saloon, 20,000 miles, beige/grey, overdrive, heater, rev. counter, screenwash, seat covers; £675.—Black Horse Garage. Richmond 6441.

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1958 Rapier series II. carefully used, one-owner carefully as new, milesge only 5,000, extras, including the series, pot lamps, seat covers; taxed, 2910 seat, heater, spot lamps, seat PARKHOUSE CAR SALES, Ltd., 289, London Rd. Romford 45542.

1958 July) Sunbeam Rapier convertible, due tone tone black/blue, specimen car with many extras; 8875.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.5. Swi. 4441.

1958 Sunbeam Rapier, Series II saloon, duo blue, late: £935.—Phœnix Motors, Ltd., Oxford Rd., Gerrards Cross. Denham 2716.

1959 Sunbeam Rapier saloons, choice of 2, black/ supplied and serviced by us, 10,000 and 7,000 miles, fitted heater, etc., conditio as new; 2825.—Harwood's Garrage, Pulborough. Tel. Pulborough 2401-5. (C2149

1956 supheam Rapier, grey/black with 2-tone grey upholstery, one owner, radio, heater, over-drive, screen washers, etc., taxed, a specimen car; £680.

Heath & Wiltshire, South St., Farnham (Surrey) (Z2157)

1959 Sunbeam Rapier saloon, red/grey, heater, radio, seat covers, s/washers, wing mirrors, etc., immaculate condition, private; £950; consider good Volkswagen, Herald, A40, etc., part exchange, cash adjustment.—I, Beighton Rd., Woodhouse, Sheer-1 2001.

Sunbeam Rapier Cars Wanted
SUNBEAM Rapier, 1959, wanted, state particulars.
Bloor, 10, Elmfield Ave., Birstall, Leicester, [1902]

ROWLAND SMITH'S, the Rapier buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 194018/R

# SUNBEAM-TALBOT T. DAVY, Ltd., Rootes agent.

1. DAY, Ltu., Routes again the property of the

H. BEART & Co., Ltd , offer:-

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1952 Sunbeam-Talbot 90 saloon, in blue with bis-the hands of one careful owner; £395—102, London Rd. and High St., Kingston-on-Thames, Kingston 3348,

\$3345. —Sunbeam-Talbot 90, 1951, nice condition.
\$4395. —Sunbeam-Talbot 90, 1951, nice condition.
\$4395. —Sunbeam-Talbot 90, 1952, pastel, superb
\$4495. —Sunbeam-Talbot 90, 1950-1, convertible,
\$498 — Sunbeam-Talbot 90, 1950-1, convertible,
\$498 — Sunbeam-Talbot 90, 1955, original superb
\$498 — Condition, pastel, host extras; lists 100
\$guaranteed cars.—Benmotors, 1, Clarendon Rd, London, W11. Fark 5066-7, (50 yards Holland Park
Tube.)

1952 Sunbeam-Talbot convertible, black, heater; [1216]

I YNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—1957 (April) Sunbeam-Talbot 2½-litre saloon, one owner, mileage 20,000; £810. [22058

1954 Sunbeam-Talbot Mark IIa, radio, heater, gun metal; £565.—Joyride, Ltd., Hillside [C3120]

1952 90 convertible, one owner, low mileage, fitted heater, etc., colour bronze; £375.—Bowman's, [C1143

1954 Sunbeam-Talbot 90, Mk. IIA, heater, under-sealed; £465.—Box Cottage, Aldbourne, Wilts. Aldbourne 206.

AZ MOTORS offer 1952 90 saloon and convertible, both immaculate, bargain offer; £395.—Palmerston Rd., N.W.6. Mai. 4723.

1951 Sunbeam-Talbot 90 Mark II saloon, well maintained and in good condition, written guarantee; £345.—Clayton's Cars (London), Ltd. 17, Bruton Place, London, W.1. Hyde 9184. [C1050]

1950 Sunbeam-Talbot 80 10hp sports saloon, black, alloan b

1951 Sunbeam-Talbot saloon, bronze, two owners, b.p. arranged.—Newlands, 106, Drum Brae North, Edinburgh, 4. Tel, 78831.

Edinburgh, 4. Tel. 7885x.

1954 (May) Sunbeam Talbot Mark IIA, converible, green, green leather, radio, and heater,
genuine car; £495.—Gibsons Soprts Cars, Lyndhurst
Rd., Christchurch, Hants. Tel. Highcliffe 2275.
[C2109

1953 Sunbeam-Taibot 90 saloon Mark IIA, heater, radio, green with beige upholstery, excellent example, moderate mileage; £475.—L. F. Dove (CV), Ltd., 96-98, Lower Addiscombe Rd., Croydon. Add. 3131.

£475 —Sunbeam-Talbot 90 convertible 1952, beau-tifully maintained, many extras, pastel, matching interior, choice 4; lists 100 guaranteed cars. —Benmotors, 1, Clarendon Rd., London, W.11. Park 50667. (5) 3 yards Holland Park Tube.)

1952 Sunbeam-Talbot 90 saloon, in 2-tone Cavalry owners since new, immaculate, a real specimen car: £445.—Central Garage, Chase Side, Enfield, Middlesex, Tel, Enfield 6636.

345 gns.—Sunbeam-Talbot 90 1951 Mark II convertible, heater, PVC hood, excellent condition, written guarantee, choice of 4; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.S. Hampstead 6041. [Ca018

Sunbeam-Taibet Cars Wanted

ROWLAND SMITH'S, the Sunbeam-Taibet buyers:
highest cash prices.—Hampstead High St. N.W.3.
Ham. 6041.

XXX H. F. Edwards are excellent cash buyers of good Sunbeam Talbots.—154, Great Titch-field St., London, W.1. Langham 0012. [W2003

CAMDEN MOTORS for Sunbeam and Sunbeam-Tallbots, selected cars from our stock of 16 models. SUNBEAM Mark III sports saloon 1956 in duo grey with red hide, copious extras, special center floor secondary. The control of the control o

SUNBEAM Mark III sports saloon 1956 in marcon losse covers, 24.000 miles; £695.

SUNBEAM Rapier sports saloon 1956 heater, underseal, losse covers, 24.000 miles; £695.

SUNBEAM Rapier sports saloon 1959, heater, overriders, radio, rubber overmats, carefully run-in, only a few months old and exactly as new; £975.

SUNBEAM Rapier convertible, late 1958, one owner, radio, heater, duo tone finish in pale green and results of the convertible of the convertible of the convertible of the convertible of 2 exceptional cars, one in metallic grey, one duo blue; from £395.

450 other cars; write for fully descriptive priced catalogue.

450 other cars; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; unrestricted hire purchase; exchanges.

## TRIUMPH

MERCURY offer:-

1947 Triumph 1800 Roadster, ming blue, new hood, reconditioned engine; £295.—Cogswell, East Grinstead 4444. [190]

THE official TR Centre offer:-

1957 TR3, 15,500 miles, hard top, htr., one owner B.r.g. black; £750 — Tel. Orpington 22433

HERALD coupe. 5.000 miles, unmarked: £725; arranged.—16, Amersham Close, Allesley P. Coventry

AZ MOTORS offer 1949 Triumph Roadster hard top, magnificent condition, gift; £275!—Palmerston Rd., N.W.6. Mai. 4723.

1949 Triumph 2000, immaculate ivory finish, new hood, heater, sound throughout; £325 o.n.o. -66, Silver St., Newport Pagnell. [2165]

-66, Silver St., Newport Pagneu.

1949 Triumph 2000 Roadster, excellent condition:
2315; terms, exchanges, -Palmer's, 5, Russell
Garden Mews, Kensington, W.14, Park 9704, (C3034

2275 -1948 Triumph Roadster 1800, new hood, expleasure.—824, Harrow Rd., Wembley. Wembley
6058.

1949 Triumph 2000 black roadster, absolutely immaculate body and mechanically, many extras, heater; £375.—Cogswell, East Grinstead 4444.

TR3A (Nov. 1958), heater, occasional seat 11,000 miles only; £795.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129.

Kirkdale, Sydenham, St. 26. Sydenham 6129.

TRIUMPH Coventry Climax special in road trim:
£249.—G. P. (Balham), Ltd., 2c, Balham Hill
(100yds Clapham South Tube), S.W.12. Batt, 1107.

£525.—TR2 1954 (December), black/red, 40.000
miles, heater, radio, new X tyres, M.1
condition.—Billington, Dawstone Rd., Heswall 694.

1953 Triumph Mayflower, one owner, nominam Modors, Ltd., Oxford Rd., Gerrards Cross. Decision 2716.

2716.

CASS'S MOCOOR MART 1954 Triumph Propular

CASS MOTOR MART.—1954 Triumph Renown. black, heater, overdrive, 30,000 miles, one owner, written guarantee.—5, Warren St., W.I. Euston 4110, 3523.

written guarantee.—5, Warren St., W.I., Euston 4110, 1203 (June) TRS, B.r.g., heater, radio, excellent condition, no competitions, 20,000 miles; E725.—Wood, 5, Harrowden Rd., Wellingborough. Northants. Tel. 2862 (1848) 11848 (1848) 11848 (1848) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (1858) 11848 (

Smith. Hampstead (Tube). N.W.3. Hampstead 6041.

TR2 1955, black/yellow, maroon interior. X tyresheard top, soft top, tonneau, rear seat, radheater, radio, undersealed, spot lights, etc., a really splendid car in immaculate condition; £570 o.n.o.—Ent. 4821 eventus.

TRIUMPH 1800, 46/47; £295; deposit £10/15/14/185 of 36 monthly instalments; many others on no deposit terms.—Shepton Mallet Transport, Ltd., 55, wilson St., Finsbury Sq., London, E.C.2. Tel., Mon. 7684.

1957 (Sept.) TR3, w/wheels, disc brakes, overdrive, lights, very low inlieace, beautiful condition throughout: 2785.—Chipstead Motors, 142, Rolland Park Ave., London, W.11. Park \$445,

London. W.11. Park 3445.

London. W.11. Park 3445.

London. W.11. Park 345.

London. W.12. Park

## Triumph Cars Wanted

ROWLAND SMITH'S, the Triumph buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. TRS wanted 1955 upwards.—Harold Hamblin Cars, Ltd., Basingstoke, Tel. 19. [W2143

TRIUMPH Herald 1960 wanted, part exchange Morris Minor 1956.—Box 6041. [2022

1957-58 TR3 wanted, must have hard top and stand A.A. inspection.—J. Strong. 2. Meadow View, Adderbury, Banbury, Oxon, Tel. Add. 41.

TRIUMPH spares and Service
TRIUMPH spares for all post-war models; largest
provincial stockists.—Hollingdrake Automobile Co.,
Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn
Bay (Tel. 5322).

Bay (Tel. 5522).

VAUXHALL VICTOR

A RCHIE SIMONS & Co., Ltd.

1958 (June) Vauxhall Victor estate, duo colour, this control of the colour, the colour of the colour, will be c

# CLM AUTOSALES, Ltd., offer:

1958 (Nov.) Vauxhall Victor estate car, blue and marked and like new; 2765.
66-68, Hartfield Rd., Wimbledon, S.W.19 Che (22067

METROPOLIS GARAGES, Ltd.

1957 Vauxhall Victor Super, red with black and gold upholstery, wing mirrors, 20,000 miles; 2575...45, Earls Court Rd., Kensington, W.S. Western [1134] WEYBRIDGE AUTOMOBILES, Ltd., offer:-

1958 Vauxhall Victor Super saloon, harvest yellow, black interior, fitted heater and wing mirrors, excelent condition throughout; £655. Ltd., Queens Rd., EYBRINGER AUTOMOBILES, Ltd., Queens Rd., Weybridge, Tel., Weybridge 2235, extension 20. (24034)

PRIDAY'S YEOMAN GARAGE (MAIDSTONE). Ltd .

Cricklewood Bdy, London, W. 2. Gladstone 2354. Open weekdays 8 a.m. to 6 p.m.

1957 Vauxhall Victor Super, black, very nice con-dition throughout; £585.—Joyride, Ltd. Hill-side 5244.

1959 Victor Super, red/ivory, red uph., one careful warket Garage, Tring 2049.

VICTOR Super, 1957 heater, radio, washers, one owner, excellent condition: £550.—61, Tudor Way, Hillingdon. Uxbridge 4655

Hillingdon. Uxbridge 4634 [2155]
1958 (May) Victor Super. yellow, radio, heater.
215. Haverstock Hill, N.W.S. Swi. 4441.

1958 Victor Super, heater, one owner, perfectly maintained, offered for quick sale; £575.—13, Coombe Rd., Kingston Surrey, Kingston 8886. [C3016]

TOM ALLERY AUTOMOBILES.—1957 Vauxhail Victor, green, 17,000 miles, heater, one owner, imaculate: £565.—68, Wimbledon Hill Rd., 8.W.19, (Cl13)

545 sns.—Vauxhall Victor December 1957 Super, heater, one owner, excellent condition; written guarantee; choice of 2; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041.

Vauxhall Vieter Cars Wanted

ROWLAND SMITH'S, the Victor buyers: highest
cash prices,—Hampstead High St., N.W.3. Ham.
[W4018/R

VAUXHALL WYVERN
VAUXHALL Wyvern, 1956 (reg. Dec. 1955), 18,000
miles, immaculate: £545—Thanet 62048. [2166]

1950 (model) Wyvern saloon, immaculate; £268. —Bridge Motors, Leatherhead 2564. [C1136 1954 Wyvern, heater, radio, spotless condition; £420.—Campbell Symonds, Alperton 1515.

1956 Wyvern, one owner, golden straw, extras, flawless condition; £495.—Tel. Lee 1833.

1954 Wyvern, blue, heater, washers, wing mirrors, well Hill, N.10. Tudor 3394. [C3102

AZ MOTORS offer 1951 Wyvern grey, one owner since new, £285!—Palmerston Rd., N.W.6. Mai.

£525!!!—1956 Wyvern, superb maroon specimen, speedometer records 19,000. immaculate throughout; choice 5 other Wyverns 1953 to 1957. LAMBS OF WOOD GREEN (Established 1997); 100 guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley, Finchley 6222. [C2052]

1957 Wyvern, heater, exceptionally good condition; £550; terms, exchanges.—Palmer's, 5, Russell Garden Mews, Kensington, W.14. Park 9704.

1956 Vauxhall Wyvern, black and red trim, heater, £525.—Vernon Balls (Holborn) Ltd., Africa House, Gate Street, W.C.I. Chancery 5076.

1953 (November) Vauxhall Wyvern with 1954 has had one owner since new and has only done \$4,000 miles, the condition of this car needs to be seen to be appreciated but may confidently be described as absolutely immaculate, taxed with heater fitted: £415.

Heath & Wiltshire, South St., Farnham (Surrey) 6234.

Vauxhall Wyvern Cars Wanted

ROWLAND SMITH'S, the Wyvern buyers: highest
cash prices.—Hampstead High St., N.W.5, Ham,
6041.

R. S. CURRIE & Co. offer:

1957 Vauxhall Velox, grey, fitted heater, nominal mileage, excellent condition: £575,—105 Westbourne Grove, W.2. Bayswater 0085.

H. BEART & Co., Ltd., offer:-

1958 Yauxhall Velox saloon, in black with ree interior, heater, screenwashers, one owner

1956 Vauxhall saloon in black, red interior, heater, turbo discs, good condition: £500.—102. London Rd., and High St., Kingston-on-Thames, Kingston 3348.

YAUXHALL VELOX A CE SERVICE STATION offer:-

1958 (April) Vauxhall Velox saloon, ivory, grey interior, many extras, carefully used, practically unmarked; £79.50, Lex Garages, Ltd., Ace Corner, Stonebridge Park, North Circular Rd., Call. Write or telephone.—Elgar 5585.

WARWICK WRIGHT, Ltd., offer:-

1954 Vauxhall Velox. black, heater; £450.

1956 Vauxhall Velox saloon, burgundy, heater; WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. G'adstone 0041. COOMBS & SONS (GUILDFORD), Ltd.

VAUXHALL Velox, with all the Cresta extras including 2-tone colour, radio, heater, whitewall tyres, etc., 1,500 miles only, new in May this year, unmarked of course, guarantee the same as if new £995.

COMBS & SONS (GUILDFORD), Ltd., Fortsmouth Rd., Guildford, Surrey, Guildford £9907. [C1057]

HENLYS offer with 4 months' guarantee:—

1958 Vauxhall Velox, heater, one owner, blue with blue interior; £825 HENLYS, Ltd., Parkway, Regent's Park, N.W.1. [2285]

THE CHESTER ENGINEERING Co. Ltd., City Rd., Chester. Tel. 23477.

VELOX saloons, reg. 1988, PA models, guaranteed supert condition; from £755; distance no object.

1954 Velox, one owner, heater, black, low milesaches (2007). Clost Chester Chester (2007).

1956 Velox, everdrive, first-class condition, many extras; £550.—Campbell Symonds, Alperton (Clos) 1954 Velox, late '54, green, heater, radio, wind-type washer immaculate; £450.—Derwent [2176]

4076.

1957 (Nov.) Vauxhall Velox, red, excellent condi-legize Rd., N.W.6. Mal. 5555.—Blue Star Garages, Mal. 5555.—Blue Star Garages, 1956 Vauxhall Velox, beautiful car; £550.—Smith Western 2312.

(Cod) (Cod)

magnincent coll., 2013. [CI011 K.96] mai. 4723. [CI011 K.599]!!—1957 series Vauxhall Velox, immaculate green cellulose, one owner, speedometer records 18,000 miles, choice also 1956 models. [College of the college of

1954 Vauxhall Velox de luxe saloon, heater, black, highly recommended, radio and heater; £435.—
Bray Motors, 1£0-184, West End Lane, N.W.6. Hamp-stead 6490.

33000 miles!! 1954 (Feb.) Vauxhall Velox, grey, heater, spot lamp, good tyres, carefully maintained one owner car; £455.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2.

Vauxhall Velex Cars Wanted

ROWLAND SMITH'S, the Velex buyers; highest
cash prices.—Hampstead High St., N.W. 3. Ham.
[W4018/R

J. DAVY, Ltd., Vauxhall agent.

1958 (Aug.) Cresta, duo blue, one owner 8,100 spots, an excellent example, fully guaranteed; 2875. 180 8, North Row, Marble Arch, W.1. Hyde 2315.

WARWICK WRIGHT, Ltd., offer:-

WARWICE WRIGHT, 1958 Vauxhall Cresta saloon, dual grey, grey/ 1958 Vauxhall Cresta saloon, dual grey, grey/ black upholstery, radio and heater, 8,000 miles, £865, another in pink and grey, low mileses, WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6680, (24945

B. J. HUNTER, Ltd., Austin agents, offer:

1958 Vauxhall Cresta saloon, low mileage, all extras: £875.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, [C2040]

1958 Cresta, pink and grey, leather upholstery, one owner: £835.—Johnson & Brown, 268-270, High St.. Bromley, Ravensbourne 8841.

LOW mileage Cresta, 1957, light blue, 10,175 miles, immaculate throughout, exceptional opportunity; £865.—E. J. Baker & Co., Ltd., Dorking 3822. [C1189]

1958 Vauxhall Create asloon, finished in mountain rests and other extras, 12,000 miles only, £685.

MARTIN VAUGHAN MOTOR CO., Ltd., Ravensburne Rd., Bromley, Rent. Tel. Ravensburne 2391.

1956 Cresta, black, exceptional condition through-out, one owner; £575; terms arranged.—Bowes [C2095]

1956 Cresta, overdrive, heater, radio, many extras:
8ales and Service), 34-56, Upper Green East, Mitcham
Tel. 3833/84153. [C2139]

VAUXHALL GRESTA
1955 V. Cresta saloon, black with bro

1959 Cresta. Royal glow/ivory, grey leather centre arm rests, one owner, mileage only, as new; £895.—The Market Garage, Tring

1959 (March) Vauxhall Cresta, low mileage, two-tone; £925, terms arranged.—Royal Motor Service Station, Houghton Regis, Bedford. Tel. Dun-stable 1895,

Service Station, Houghton averse, [1080]

VAUXHALL MISCELLANEOUS

6000 miles only, 1957 Velox, extras, radio, immaculate; £680.

1955 owner, virtually unused; £595.

1958 Victor Super 16,000 miles, heater; £595.

"AUTRAMA for miles, heater; £595.

"AUTRAMA for walk all; consult us for GRAHAM BROS. (MOTORS), Ltd., The Autorama, 799-835, Chester Rd., Stretford. (Trafford 3311.)

[0283/R]

Vauxhall Miseellaneous Cars Wanted

VAUXHALL cars, post-war models, urgently re-ward of the care of t

VETERAN CARS
WELHAM'S, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy pre-1915 cars, all sizes beaded (M4070

VOLKSWAGEN

WM

THE Volkswagen Room at Welbeck Motors—London's finest selection of used Volkswagens—a selection from our stock:—

1959 Karmann Cabriolet—the very rare big claim of the saloon, radio, American-type bumpers, and the saloon, radio, American-type bumpers, which was a selection as on the saloon, radio, American-type bumpers, other extras, the original cost of this car was \$1.000 and this model is normally unobtainable in England, we believe that it is the only right-hand drive 1959 example in the country; offered at £975.

25 Examann Cabriolet—same model as the above a 1955 car; offered at £600.

1957 Karmann Ghain and the country of the condition for a 1955 car; offered at £600.

tion: £935.

1958 rors, screenwashers, foglamp, mileage 17,000, 565.

1956 volkswagen de luxe soon, silver, wing miras new; £65.

1956 volkswagen de luxe saloon, black, mileage 17,000, 565.

1956 volkswagen de luxe saloon, black, mileage standing example; £365.

1956 volkswagen de luxe saloon, grey, mileage Volkswagen de luxe saloon, grey, mileage MANY others.

F you want to buy or sell a used Volkswagen come to the Volkswagen Room at Welbeck Motors.

ELBECK MOTORS, Ltd., 109. Crawford St.,
London, W.1 (near Baker St. Station). Welbeck

COLBORNE GARAGE, Ltd. (The Volkswagen Centre). For all enquiries and demonstrations, overseas visitors' enquiries welcome; original distributors and specialists offer the following:—1957 American type bumpers; £610.
1957 Volkswagen de luxe saloon, green, fitted American type bumpers; £610.
1956 Volkswagen de luxe saloon, strato silver; £535.
1955 Volkswagen de luxe saloon, beige; £625.
1955 Volkswagen de luxe saloon, beige; £495.
1956 COLBORNE GARAGE, Ltd., Ripley 361.

ECI 1959 Microbus, Slumberwagen Mark II caravan, one owner, nominal mileage, excellent condition throughout: £825.
SEPTEMBER '58 de luxe, black, 12,000 miles; £655.

1958 fixed head de luxe, 17,000 miles, numerous extras, excellent condition throughout;

EUROPEAN CARS, Ltd., 129, Old Brompton Rd., 8.W.7. Pre. 7711. [C2137]

THE Midland's leading specialists for Volkswagen cars, vans, pick-ups, Microbuses, Karmann Ghias,

A cars, vans, pica-ups, moto-carves, stocks of spares Moto-carves rained mechanics, largest stocks of spares TATORY strained mechanics, largest stocks of spares away available; send for lists. Distributors for Bosch and Hella Electrics (trade supplied); Continental tyres, which is the spare of the spare BLACK & WHITE GARAGES.—Tel. 331 and 231
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Harvington, Nr. Evesham. (Open all week-ends.)
Part exchanges, hire purchase, insurance. [0201/R]

CRICKLEWOOD AUTO Co., Ltd., offer:-VW-Karmann Ghias; from £950.

W—Aarimani Chias, all years; from £425.
W—atlandard models; from £395.
W—-Caravans, microbuses, vans and pick-ups in stock.—Shoot-up Hill, N.W.2. Tel. Gladstome (Cl179)

1956 Volkswagen de luxe, one owner since new; £560.—Ascot Service Station, High St., Ascot, Berks. Ascot 1649. 1957 (June) Karmann Ghia VW, one owner, 19,000 miles, radio, immaculate: £895.—Chipstead Motors, 142, Holland Park Ave., London, W.11. Park 3445. VOLKSWAGEN

SCOTT CARS. 1956 Volkswagen de luxe, one owner; £515.

SCOTT CARS. 341-347. Finchley Rd., Hampstead., London, N.W.5. Hampstead 8676/7779. [C3016]

WAF MONACO MOTORS, the Volkswagen specialists, offer:—1958 Karmann-Ghia, coupe, one owner, 1958 Karmann-Ghia, coupe, one owner, 250. [Additional content of the content o

V&F.—1958, green, various extras, 16,000 miles; V&F.—1958, black, 28,000 miles; £595.

V&F.-1956, black, moderate mileage, various extras, absolutely outstanding condition

WORACO MOTORS, official Volkswagen agents; h.p. and part exchange facilities; advertised mileage guaranteed—Showrooms, 363, Fulham Rd., S.W.10. Flaxman 4536. Service, Fre. 4314.

VOLKSWAGEN 1959 (May), g'teed 3,000 miles, showroom condition, de luxe; £680.—Ren. 4986.

1958 Volkswagen de luxe model, immaculate tras; £660.—Steele Griffiths.—Rodney

1959 Volkswagen Devonette caravan, low mileage built-in refrigerator, as new; £785.—Gr 1959 Volkswagen, many extras, absolutely marked, immaculate.—Rickmansworth

VOLKSWAGEN; £660; 1959, low mileage, terms/exchanges.—R. J. Searle, Ltd., St

terms/exchanges.—R. J. Searle, Ltd., Sunbury 3014. 1959 Volkswagen de luxe saloon; exchanges.—Tel. 5555, Mr. Ryan.

DSM —Repair specialists, factory-trained mechanistics.—B. Moss, 5, Hampstead Rd. Windhester.

1958 Volkswagen de luxe, sun roof, radio and every fully maintained; £695.

1958 volkswagen de lacette, one owner, beautifully maintained; £695. Ltd., 175, Westbourne Grove, JOHN S. TRUSCOTT, Ltd., 175, Westbourne Grove, 1957. Ltd., 1957. Witeladies Rd., 1957. Ltd., 1957. Whiteladies Rd., 1957. Ltd., 1957. Whiteladies Rd., 1957. Ltd., 1957. Whiteladies Rd., 1957. Ltd., 19

Bucks. 1954 VW de luxe, black; £425 o.n.o.—Howarth, St. Mary's Hospital, Whitworth St., Man-[1996]

1949 Volkswagen saloon, l.h.d., good order; £225.

—D. Margulles, Ltd., Shaftesbury Mews, Stratford Mews, Stratford Rd., W.8. Western 582.

(Clic2

JACK ROSE, Ltd., offer:—1959 Karmann Ghia sports coupe, red and black, unmarked condition, accept £1,075.—Stafford Rd., Wallington, Surrey. Wallington 1959 de luxe saloon, blue, several extras, Suchanges, Carlo Barris & Carr, Ltd., 132, Sloane St., S.W.1. Sloane 6165.

VOLKSWAGEN, December 1958 (159 module)

beautifully

£595—Volkswagen 1957 full D.L., beautifull age; lists 100 guaranteed cars.—Benmotors, 1, Claren don Rd. London, W.11. Park 5066/7. (50 vard Holland Park Tube.)

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WALTER SCOTT, Ltd.

WOLKSWAGEN authorised agents.

WE want good Volkswagen!!—39, College Cres., N.W.3. (Swiss Cottage Tube.) Pri. 4466. RS

ROWLAND SMITH'S, the Volkswagen buyers: highest cash prices.—Hampstead High St., N.W.3. [W4018/B COLBORNE GARAGE, Ltd., Ripley, Surrey, Tel. Ripley 2361. All years and models. ALL Volkswagen models wanted urgently.-Motor Co., 153, The Hyde, N.W.9. The Hyde Colindale (W2133 7898.

GOOD Volkswagen required immediately.—G. Edwards.

GAmenbury Lane, Harpenden, Herts. Harpenden (W2000

V&F MONACO MOTORS, the Volkswagen buyers.—363, Fulham Rd., London, S.W.10.

Tel. Flaxman 4536. Tel. Flaxman 4556. [0500/n]

BOUGHT for cash (including left-hand drive from HMF, etc), or sold on owners' behalf.—Tarrant & Frazer, 63, Chalk Farm Rd., N.W.I. Gul. 2004. [2006 V&F used Micro-Caravans urgently wanted.—563. Fulham Rd., London, S.W.IO. Tel. Flaxman 4536. [Wil141]

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Now offer increased service facilities in their newly extended workshop.

SPECIALISED repairs on Volkswagen by factory-trained mechanics.

LARGE new pairs parts stores, fully stocked.

129. Old Brompton Rd., S.W.7. Fremantle 7722. MOORTOWN MOTORS, Ltd., of Leeds, for Volks-wagen service and specialised repairs, by factory-trained staff. MOORTOWN MOTORS, Ltd., Regent St. Leeds. Tel. 31894 (3 lines). CLBORNE GARAGE, Ltd., Ripley, Surrey, Tel. Ripley 2361.—Genuine VW spares; c.o.d. postal service. Open all day Saturday for reception, spares until 12.30 p.m. Crash work a speciality, 10995/R until 12.50 p.m. Crash work a speciality. [0995.R WoNACO MOTORS, London's oldest special sonnel, original VW equipment; spares posted c.o.d., reconditioned engines, all VW accessories.—6, Astwood Mews, Courtfield Rd. (near Gloucester Rd. Station), London, S.W.7. Tel. Fremantle 414, 10293.R

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THE Midlands leading specialists for Volvo cars; sales, service and spares; demonstrations, part exchanges; open all week-ends.

BLACK & WHITE GARAGES.—Tel. Harvington 351-356, Nr. Evesham.

1959—60 demonstrator, low mileage specimen in unmarked duo blue grey, Michelins, Konis, etc.; £1.199.—Rudds, Volvo distributors, 41. High St., Worthing. Literature by return. Exchanges, terms.

JACK ROSE, Ltd., offer.—1960 (series) latest model volvo 1228 sports saloon, 260 miles only, absolutely as new, accept £1,295.—Stafford Rd., Wallington, Surrey, Wallington 6677-8. (C30567)
JACK ROSE, Ltd., offer.—1959 model Volvo 1228 ports saloon, red and ivory, as brand new, low mileage; accept £1,125.—Stafford Rd., Wallington, Surrey, Wallington 6677-8.

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London dis-Libutors.

1957 excellent condition; £745.

CUSTACE WATKINS, Ltd., 12. Berkeley St., W.1.

(Mayfair 5551); 399, London Rd., Croydon (Thornton Heath 4285); or 12. Chelsea Manor St., S.W.3.

(Flaxman 5161); 425-445, St. Albans Rd., Wattord Watford 22311).

H. BEART & Co., Ltd., offer:-

1957 leather de Co., httl., dier:—
1957 leather, fitted manumatic clutch: £695.
1955 Wolseley 4/44, green with grey leather, maintained cart: £585.
1957 leather, and screenwashers, a beautifully maintained cart: £585.
1957 leather, heater and screenwashers, supplied by us to one owner; £645; choice of £645; choice of \$100.
1958 Wolseley 6/90 saloon, finished in Yukon grey with green interior, fitted overdrive, one owner; £675.—102. London Rd., and High St., Kingston-ov-Thames. Kingston 3546.

CARRIS MOTORS, Ltd., offer:-

1958 Wolseley 15/50, grey with grey upholstery, heater; £775.—Lewisham Bridge, S.E.13. Lee FASTERN GARAGES, Ltd., offer:-

1957 Wolseley 15/50 saloon, finished in Swiss grey with marron leather; £695.

90 Observe 1500, bester 2505.

Market Rd., Chelmsford, Tel., 3604.

GEORGE HARTWELL, Ltd., offer:—

Wolsenson in the control of the cont COOMBS & SONS (GUILDFORD), Ltd.

WOLSELEY 1500, this year's model!!! Plain Yukon grey with red interior, very low mileage, fitted heater, etc., quite equal to new condition; £745.

COMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd. Guildford, Surrey, Guildford 62907.

HENLYS offer with 4 months' guarantee:—

1952 Wolseley 6/80, heater, black with fawn in-terior; £385. HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost oppo-siste Euston Station). Euston 1965. [2272 WEYBRIOGE AUTOMOBILES, Ltd., offer:—

Wolseley 6/90 saloon, maroon/tan interior, maculate condition: &875

WEYBRIDGE AUTOMOBILES. Ltd., Queens Rd., Weybridge. Tel. Weybridge 2235, extension 20.

JARVIS OF WIMBLEDON for used Wolseley cars.

1958 1500 family, due tone beige maroon, htr., Morris HOUSE, Morden Rd., S.W.19. Lib. 8221-8. [C2086

1958 Wolseley 1500 de luxe saloon, fitted heater; 685.
G. & R. GARAGE. Ltd., 33. Victoria Rd., Surbiton. [1269
1958 Wolseley 15/50, manumatic, heater, one word, back with red interior; 2795.
PASS & WINCE, black with red interior; 2795.
Museum 1001.

Wolseley 6/80, heater; £320.—Robbins, East Putney. Tel. 7881. (C3010 Wolseley 4/44, one owner, moderate mileage, every good condition; £500.—Eather 2255...

1956 (April) Wolseley 4/44, grey, exceptional, nice droper state of the conditions of the condition of the c

out; £575. WIMBUSH & Co., Ltd., Headfort Place, S.W.1. [1378] Slo. 0151.

1956 6/90, one owner, maroon, heater, radio, guaranteed; £575.—Campbell Symonds, Alperton (Clo37)

1515.7 Wolseley 15/50, green, radio, one owner, 1958 willeage, immuculate; £745.—Clerkenwell 4425, Syd. 4648, 1958 conditions of the condition of the condition

1956 Wolseley 4/4 saloon, green green, only 14,000 miles, spare unused, radio, perfect; 6252.—Oxshott 2041.
1956 Wolseley 4/44 saloon, dark green/grey leather unused, unused, radio, perfect; 1955 Wipholstery heater, near new tyres and condition; £625.

M. leather measure, well maintained, in excellent condition; £285.—Wray Park Garages, Ltd. Relgate 2263.

15/50 1958, Swiss grey maroon upholstery, radio, 15/50 1958, Swiss grey maroon upholstery, radio, 15/50 1959, Swiss grey maroon upholstery, radio, 15/50 1954, Swiss grey school, 15/50 1954, Swiss grey maroon, metallic green, heater, £15/50 1954, Swiss grey school, 15/50 1954, Swiss grey school, 15/50 1954, Swiss grey school, maroon, 15/50 1954, Swiss grey school, 15/50 1954, Swiss grey maroon, 15/50 1954, Swiss grey maroon, 15/50 1954, Swiss grey maroon upholstery, one owner, 15/50 1958, Swiss grey maroon upholstery, one owner, 15/50 1958, Swiss grey maroon upholstery, one owner, 15/50 1955, Swiss grey maroon uphols

CZ175.

1958 mdl. (regd. Dec. 1957) Wolseley 1500 saloon. grey, grey red trim, one owner, low mileage, fitted heater and many other extras, undersealed, really immaculaic; £675; written guarantee, terms, exchanges—H. F. Edwards, 28-54, Upper High St., Epsom. Tel. 5611.

Wolseley Cars Wanted
WOLSELEY 15:60 required.—Durngate House, Winchester. Tel. 5747. (W1010

Vchester. Tel. 5747.

DLSELEY 15/50 saloon required, nearly new; cash payment.—81. Alresford Rd., Winchester.

[Web97]

OWLAND SMITH'S, the Wolseley buyers; highest cash prices.—Hampstead High St., N.W.5, Ham.

6041.

Cash prices.—Hampsteau Revice [W4010 of South Color of South Color

R. HARDY & SON, 55, Marylebone High St. WilExperienced for hearly a century; complete overhauls and coachwork our speciality; exchange engine
units, spares and accessories.—Hunter 0942. [0317/R]

BEARTS OF KINGSTON, Wolseley distributors; factory reconditioned exchange engine rear axie and
secretory units; comprehensive stock of spares and
secretory units; comprehensive stock of spares and
secretory units; comprehensive stock of spares and
secretories for all post-war Wolseley cars.—102, London Buy
now while stocks last; exchanges welcomed.—Sex
first, we have got all makes for immediate deliveryi
secretory of the secretor

MISCELLANEOUS CARS

MISCELLANEOUS CARS

C. RYE. 1954 A.C. Petite, 350cc, 2/3-str.. smart;
C. RYE. 1954 A.C. Petite, 350cc, de luxe mdl.,
bumpers: £199/10.
C. RYE. 1957 A.C. Petite, 350cc, 2/3-str.. isw
mileage; £239/10.
C. RYE. 1954 Bond Mk. C, 197cc, 2/3-str.. isw
mileage; £239/10.
C. RYE. 1955 Bond Mk. C, 197cc, 2/3-str.. smart;
£179/10.
C. RYE. 1957 Bond Mk. D, 197cc, d/luxe, s/starter;
£229/10.
C. RYE. 1958 Coronet, 328cc twin, 3-str., sports
tourer; £309/10.
C. RYE. 1957 Heinkel, 175cc, s/wheel, htr.; £269/10.
C. RYE. 1957 Isetta, 300cc, 4-wheeler, htr.; £249/10.
C. RYE. 1958 Isetta, 300cc, 4-wheeler, r.b. driver,

C. RYE.—1958 Isetta, 300cc, 4-wheeler, htr.; £249/10.

C. RYE.—1958 Isetta, 300cc, 4-wheeler, r.h. drive: £259/10.

C. RYE.—1559 Isetta, 300cc, 5-wheeler, plus mdl.; £309/10.

C. RYE.—1959 Frisky, 200cc, de luxe, h/top, one owner; £309/10.

C. RYE.—1959 Rrisky, 200cc, de luxe, h/top, one owner; £309/10.

C. RYE.—1959 Reliant, 4-str., h/top sln., one owner; £409/10.

C 2409/10, 2409/10 part exchange allowance, from 10% de-HIGHEST part exchange allowance, from 10% de-posit up in 5 years to pay.—895-921, Fulham Rd. Fulham, 8.W.6. Renown 6174

ROBBINS, 95, Upper Richmond Rd., Putney, always sell good cars, send for list; established 36 years. [C3010'R

1958 Austin-Healey 100 6, in white 2/4-seater, top, under-sealed, very clean; £1,075.

1956 model Austin Princess, in black, fitted heater, radio, streen wash, low mileage, all new yres, this car is spotless throughout; £1,050. ck, with 1954 beige upholstery, fitted radio, heater, genuine mileage 37,000, one retired gent owner; £750.

1953 baimler Consort, in most beautiful condition throughout, fitted heater, radio, and other throughout, sitted heater, radio, and other throughout, fitted heater, radio, and other throughout, sitted heater, radio, and sitted heater, radio, and other throughout, sitted heater, radio, and sitted heater, radio, and sitted heater, radio, and other throughout, sitted heater, radio, and sitted heater,

OLDSMOBILE Rocket 88 1952 limousine, black.—31, Princes Gate, S.W.7. Tel. Ken. 8891, 10 a.m. to [2049]

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# These sections will close for press first post Monday

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Sloane St., S.W.I. Slo. 6165.

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Station, N.2. Tudor 2301-2. [N3018]

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DAVIES CAR CENTRE. your agents for Triumph.—
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[N120]
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WILL be pleased to supply full details and arrange demonstrations of these superb new Woiseleys, h.p. terms one-third deposit and part exchanges— 102, London Rd., and High St., Kingston-on-Thames, Kingston 354

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SELF-DRIVE Vauxhall (Victor, Velox, Caravan) or Austin (A35, A40, A55, A95), all with heaters, some with radio; choice of 3 rates from 3gns p.w. (summer 5gns); A.A. membership, continental touring; cverseas correspondence answered by return air mail; clients met at any U.K. port or airport. YNCHRO CAR HIRE, Ltd., Petersham Mews, London, S.W.7. Knightsbridge 9222. Cables: Synchro. London, S.W.7. Knightsbridge 9222. Cables: Synchro.

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SELF-DRIVE Hire Cars.

1959 Austin A35s. A40s. A55s. A95s, Hillman Minx, Morris Minor aaloons and travellers. EDUCED rates for long period hire; winter rates Oct.-March (except Xmas week) 25/- per day, a per week, unlimited mileage.

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Cables: Karhire, Kingasun-on-land utilities for hire; un-JOYRIDE, Ltd.—News cars and utilities for hire; un-limited mileage.—Palmers Green 1441. Hillside 5244. [M3120/R

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ALBON'S GARAGE, 105-107, Longbridge Rd., 179199
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[M1082/R

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able if required; £15,000, s.a.v.—Box 6042. [2025]

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PREMISES wanted London or suburbs, main road, preferably showrooms, consider garage or site.—

Turner, 340, £uston Rd., N.W., 1975

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BOX 3044. [2016]

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good frontage on main of the box 3044.

PREMISES, freehold or leasehold, required by experienced garageist for repairs, sales, cellulosing, motor cycle and scooter sales and service; skilled staff mean referred; highest references.—Box 6046. [2035]

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VAUXHALL/BEDFORD main dealers in Surrey require parts stores assistant and counter hand; flat available.—Reply Box 5987. [1859]

WANTED, very experienced motor car salesman.— Please write, Bambers, Ltd., Birkdale, Southport. Tel. 66161 (10-11 a.m.), [8350

EXPERIENCED senior salesman required for multi-make West-end motor Co., seiling American and British Cars.—Box 6020. [C1027]

A SSISTANT Sales manager, must be able to earn between £1,500 and £2,000 per annum.—Broadway Motors, Hounslow 6203 and 0175.

SURREY.—Austin Main Parts Stockist require assistant to parts manager, excellent remuneration.— Box 6033

WORKS Manager required by Rootes Group Main Dealers in West Country; mechanical and body-work experience essential,—Reply, with full particu-lars, Box 5902.

CHIEF Accountant required for Ford main dealer to take charge of accounts and costing department with knowledge of Ford scheme; 20 miles from London, full particulars to Box 6036.

STOREMAN with general experience required by West Country Ford main dealer; ability to take charge when required is essential.—Apply in writing to A. & S. White, Ltd., Bridgwater, Somerset. [1904]

FORD main dealership in Surrey requires sales man-ager, only top class man with minimum of 2 years' experience with main dealer entertained.—Apply in con-fidence to Box 6021.

MOTOR fitters required, preferably with experience of British Motor Corporation products; overalls supplied and canteen facilities.—Apply Personnel Officer, Stewart & Ardern, Ltd., The Vale, Actor, W.5.

MANAGING director of medium-sized garage in London requires personal assistant; the applicant must be technically trained, prepared for long hours and for some practical work; potential for advancement.—Box 5888.

WORKS manager for Yorkshire retail dealers, age 30-40, must be at present employed in large garage, assistant service manager or similar preferred, key position, with scope for drive, initiative and enthusiasm.—Write Box 5995.

MOTOR repairs costing and invoicing clerk, experiment with enced in motor trade, permanent staff appointment with excellent prospects for keen man,—H. Taylor & Co., 135, London Rd., Kingston-en-Thames, Surrey.

Surrey.

FITTERS required for passenger and commercial workshops of Ford main dealer in pleasant country
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[T8942]

HIRE Purchase Company require new business representatives for London and Home Counties areas, only applicants with connections in motor industry considered; salary £1,500 p.a. plus.—Write, M.D., Box 6054.

6054. LEADING Insurance Group requires a motor salary and prospects; letters, giving qualifications and experience, will be treated as strictly confidential, and should be addressed to Box 10NO, Wm. Porteous & Co., Glasgow.

TORSE assistants required, preferably with ex-Sperience of B.M.C. products but not essential; training given; overalls supplied, canteen facilities, alternate Saturdays off.—Write, stating age, experi-ence, salary required, to: Personnel Officer, Stewart & Ardern, Ltd., The Vale, Acton, W.5.

A NUMBER of fully experienced car salesmen required by large and active motor agents, Maidenhead area; only applicants capable of earning high remuneration and with excellent references and who are prepared to work most weekends need apply, to General Manager, Box 5965.

EXPANDING Vauxhall Bedford dealer (Surrey) with good allocation of vehicles and high-class area, researched to the state of the state o

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SENIOR showroom salesman required by large North London Vauxhall Bedford main dealers, good salary, commission, ear, and penion scheme; this is a position of responsibility and carries excellent popurunities. Capital Motor Co., Ltd., Tottenham Lane, N.S. MOULES

MOTOR salesman.—Experienced man aged 25-30 reproved sales record in this field considered; emoluments around £1,200 p.a., plus paid home leave and passages, free accommodation, free medical, contributory provident fund, etc.—Write fullest details in £0.2. M.S. D.141, Loo Streets, 110, Old Broad St. £1865

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A DDITIONAL car and commercial vehicle salesmen required by Rootes Group main dealers in Hertford-shire, experienced preferred but not essential, as training will be given to right men, good opportunity for men of drive and initiative in an expanding organization; apply, stating past career, and in which department interest lies.—W. Waters & Sons, Ltd., Barnet By-Pass, Hatfield. Tel. 2711.

WANTED fully experienced car salesman in Guild-ford in firm dealing mostly in continental cars of which there is a very adequate supply; also English agencies held and a good selection of used cars; furn-shed flat available.—Apply in writing giving full de-tails of experience and age, Pantiles Service Garage London Rd., Guildford.

CAR workshop receptionist required by large garage in N. London, holding many new car agencies; applicant must therefore have a sound mechanical knowledge of all the popular cars, plus the ability to handle a large amount of paper work, have a pleasing personality and experience as receptionist with a company of standing; good salary and conditions of service; write full details, age and experience, etc.—Box 5822.

EXPERIENCED man of real ability required as 2000 commercial vehicle salesman; this position offers good prospects of promotion to commercial vehicle sales managership to applicant capable of developing his own department; non-contributory pension scheme; remuneration by salary, commission and yearly bonus.—Written applications only, please, stating age, experience and remuneration required, to:—

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EXPERIENCED buyer and sales manager seeks change of present position as buyer, North-West London area preferred.—Box 5866

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SALES executive, vast experience and connection with motor manufacturers, requires similar appointment with component suppliers.—Box 6040, [2021

YOUNG man (28), six years motor trade, two years garage manager small workshop car sales, etc., seeks responsible position.—Box 5984. [1625

WORKS manager desires change, 28 years trade, fully experienced estimates, costing, etc.; Ford main dealers, Austin distributors; diesel experience—80x 6019.

A UTOMOBILE and transport executive with wide knowledge of garage management and wholesale and retails sales management desires suitable appointment in Surrey or the south of London.—Box 5986,

ENTHUSIASTIC and energetic young man (aged 30, married), with wide experience in motor trade, now with motor industry, is seeking executive post or opening with established dealer with view to partnership.—Box 5940.

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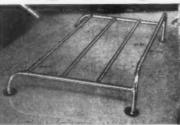
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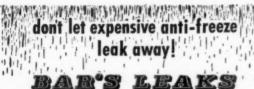


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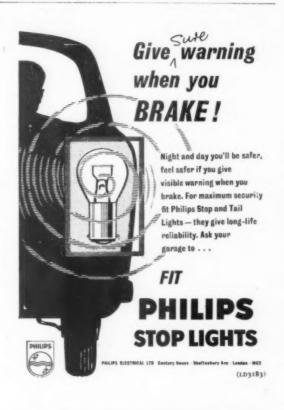
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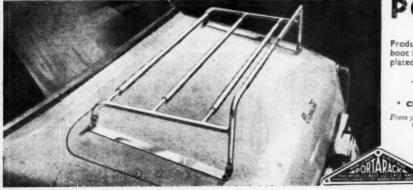
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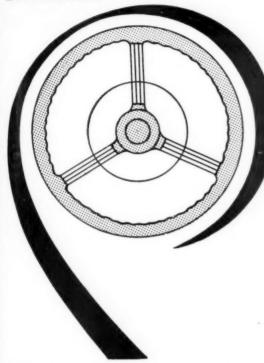
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Printed in Great Britain for the Publishers, ILIPTE & Sons, LTD., Dorset House, Stamford Street, London, S.E.1., by Corrwalls Press Ltd., Paris Garden, London, S.E.1. The Authors of the States abroad from the following: Autyrnalia and New Zealance Gordon & Gotch, Ltd. India: A. H. Wheeler & Co. Carada: The Wm. Dawson Subscription Service, Ltd.; Gordon & Gotch, Ltd. Softh Arriva: Eastern News Co. 396 West 11th Street, New York 18.

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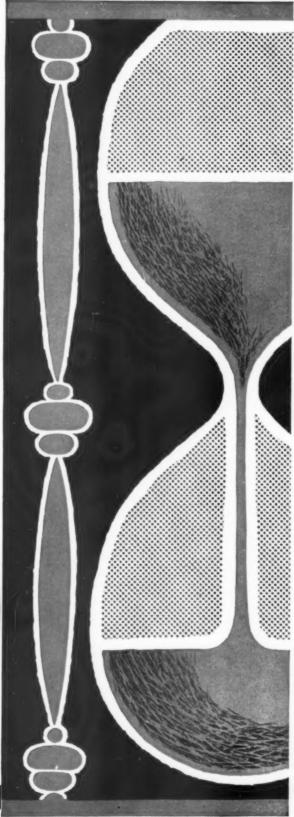
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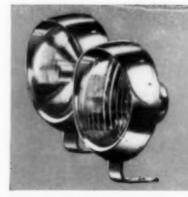


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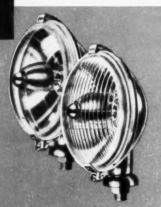
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4SM SPOT LAMP with MIRROR. This new small lamp is styled to match the 4FT and 4LR lamps. Main feature is the mirror which is housed in the rear of the lamp body and designed for easy hand grip to adjust spot lamp or mirror. For mounting on door or windscreen pillar.

12 volt—lamp and mirror only, 87/6



SFT576 FOGLAMP and SLR576 DRIVING LAMP. The ever popular Lucas "Twinlamps" incorporate the block-pattern lens foglamp which gives a wide spread "flat-topped" beam, and the companion driving lamp which throngs a concentrated thin pencil beam of 80,000 candle power.

6 or 12 volt complete with cable fixing bracks and switch 82/6 each 1 mps only, 75/- each.

